



City of Tigard

Tigard Business Meeting – Agenda

TIGARD CITY COUNCIL & LOCAL CONTRACT REVIEW BOARD

MEETING DATE AND TIME: December 13, 2016 - 6:30 p.m. Study Session; 7:30 p.m. Business Meeting

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:

Anyone wishing to speak on an agenda item should sign on the appropriate sign-up sheet(s). If no sheet is available, ask to be recognized by the Mayor at the beginning of that agenda item. Citizen Communication items are asked to be two minutes or less. Longer matters can be set for a future Agenda by contacting either the Mayor or the City Manager.

Times noted are *estimated*; it is recommended that persons interested in testifying be present by 7:15 p.m. to sign in on the testimony sign-in sheet. *Business agenda items can be heard in any order after 7:30 p.m.*

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-718-2419, (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-718-2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVE VIDEO STREAMING ONLINE:

<http://live.tigard-or.gov>

CABLE VIEWERS: The regular City Council meeting is shown live on Channel 28 at 7:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday	6:00 p.m.	Sunday	11:00 a.m.
Friday	10:00 p.m.	Monday	6:00 a.m.



City of Tigard

Tigard Business Meeting – Agenda

TIGARD CITY COUNCIL & LOCAL CONTRACT REVIEW BOARD

MEETING DATE AND TIME: December 13, 2016 - 6:30 p.m. Study Session; 7:30 p.m. Business Meeting

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

- STUDY SESSION

- A. COUNCIL LIAISON REPORTS

- EXECUTIVE SESSION: The Tigard City Council will go into Executive Session to discuss legal counsel consultation under ORS 192.660(2) (h). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

7:30 PM

- 1. BUSINESS MEETING

- A. Call to Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Call to Council and Staff for Non-Agenda Items

- 2. CITIZEN COMMUNICATION (Two Minutes or Less, Please)

- A. Follow-up to Previous Citizen Communication
- B. Tigard High School Student Envoy
- C. Tigard Area Chamber of Commerce
- D. Citizen Communication – Sign Up Sheet

3. CONSENT AGENDA: (Tigard City Council and Local Contract Review Board) These items are considered routine and may be enacted in one motion without separate discussion. Anyone may request that an item be removed by motion for discussion and separate action. Motion to: **7:40 p.m. estimated time**

A. LOCAL CONTRACT REVIEW BOARD: CONSIDER CONTRACT AWARD FOR PROSECUTORIAL ATTORNEY

B. LOCAL CONTRACT REVIEW BOARD: CONSIDER CONTRACT AWARD FOR BANKING SERVICES

C. LOCAL CONTRACT REVIEW BOARD: CONSIDER CONTRACT AWARD FOR VIRTUAL DESKTOP INFRASTRUCTURE (VDI)

D. RECEIVE AND FILE:

1. Council Calendar
2. Council Tentative Agenda for Future Meeting Topics

E. RECEIVE AND FILE - CANVASS OF VOTES FOR NOVEMBER 8, 2016 ELECTION

• Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be considered immediately after the Council/ City Center Development Agency has voted on those items which do not need discussion.

4. APPOINTMENT OF BUDGET COMMITTEE MEMBERS **7:45 p.m. estimated time**

5. APPOINTMENT OF PLANNING COMMISSION MEMBERS **7:50 p.m. estimated time**

6. INFORMATIONAL PUBLIC HEARING FOR TIGARD TRIANGLE URBAN RENEWAL PLAN **7:55 p.m. estimated time**

7. INFORMATIONAL PUBLIC HEARING FOR CITY CENTER URBAN RENEWAL PLAN SUBSTANTIAL AMENDMENT **8:40 p.m. estimated time**

8. NON AGENDA ITEMS

9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

10. ADJOURNMENT **9:10 p.m. estimated time**

AIS-2932

3. A.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): Consent Item

Agenda Title: Contract Award - Prosecutorial Attorney

Prepared For: Joseph Barrett

Submitted By: Joseph Barrett, Finance and Information Services

Item Type: Motion Requested **Meeting Type:** Consent
Agenda -
LCRB

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Shall the Local Contract Review Board award a contract for Prosecutorial Attorney services to the Law Office of Larry J. Blake, Jr.?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the Local Contract Review Board award the contract for the City's Prosecutorial Attorney service needs to the Law Office of Larry J. Blake, Jr. for an estimated \$40,000 annually and a possible lifetime cost over five years of \$200,000 and authorize the City Manager to take the necessary steps to execute the contract.

KEY FACTS AND INFORMATION SUMMARY

The City issued a Request for Proposal for special legal services, including prosecutorial services, on September 23, 2016. Proposals for the services were due by October 18, 2016 and the city received one proposal, from the Law Office of Larry J. Blake, Jr. for prosecutorial services. Mr. Blake is the city's current prosecutor.

Mr. Blake has been serving as the prosecutor for Municipal Court since 1994, the selection team felt his experience justified proceeding with the review process. The Selection Committee comprised of representatives from Court, Central Services, and City Management reviewed Mr. Blake's proposal and scored the response based on the following criteria:

- Firm and Team Qualifications
- Project Understanding and Approach

- Cost Structure

Based on the discussion the Committee unanimously endorsed recommending that the Local Contract Review Board award The Law Office of Larry J. Blake, Jr. the contract for prosecutorial services. The first year of the five-year contract Mr. Blake will bill the City at a rate of \$150.00/hour and will total an estimated \$40,000. The total over the possible five years is \$200,000.

OTHER ALTERNATIVES

The Local Contract Review Board may reject this award recommendation and direct staff to resolicit for the service.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

DATES OF PREVIOUS COUNCIL CONSIDERATION

The Local Contract Review Board discussed this potential contract at their November 22, 2016 business meeting.

Fiscal Impact

Cost: \$40,000

Budgeted (yes or no): Yes

Where budgeted?: General Fund

Additional Fiscal Notes:

This service is budgeted in the Municipal Court's operating budget in the General Fund annually. The contract is estimated at \$40,000 each year for a possible total of \$200,000 over the possible life of the contract.

Attachments

No file(s) attached.

AIS-2933

3. B.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): Consent Item

Agenda Title: Contract Award - Banking Services

Prepared For: Joseph Barrett

Submitted By: Joseph Barrett, Finance and Information Services

Item Type: Motion Requested **Meeting Type:** Consent
Agenda -
LCRB

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Shall the Local Contract Review Board award a contract for banking services to US Bank?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the Local Contract Review Board award a contract for banking services to US Bank utilizing permissive cooperative procurement, as authorized under ORS 279A.215, through a contract between the City of Salem and US Bank.

KEY FACTS AND INFORMATION SUMMARY

The City of Tigard currently has its primary banking services contract with US Bank. This contract provides a variety of services:

- General checking
- Merchant services
- Lock box (automatic processing of check payments, primarily for utility billing)

Every five years the city re-evaluates the contract. Our five years are up, and the city needs a new contract. The city has been pleased with the services from US Bank. The bank's staff responds quickly to questions from city staff. US Bank consistently receives high ratings from web services that rate banks for safety, such as Bankrate.com. Staff believes it to be in City's best interest to continue to contract with US Bank. Over the life of this contract, staff will explore future possibilities to maximize the City's banking service numbers to maximize the "buying power" for this service. This will include exploring the possibilities of joint

solicitations with other municipalities through various organizations in the state.

Staff is asking the Local Contract Review Board to allow the use of the City of Salem's Request for Proposal (RFP) and subsequent contract and approve new banking services agreement with US Bank. Staff is recommending the use of a permissive cooperative procurement, as authorized under ORS 279A.215 through the use of the existing Salem contract and solicitation. The permissive cooperative procurement method allows the city to save on both staff time and materials when compared to a traditional RFP.

The City spends roughly \$100,000 annually (with a \$20,000 offsetting credit) on banking analysis fees and related services. The estimated total for these services is roughly \$450,000 over the next five years. This money is allocated to the Financial Operations annual budget. In addition, the city pays roughly \$300,000 annually in merchant transaction fees for credit and debit card payments. These are made either by phone, internet, or point of sale. Staff estimates that roughly \$60,000 are via US Bank and the remainder via third party vendors. These fees continue to escalate due to multiple factors (e.g. higher use of credit/debit as a method of payment, increasing fees for service, and increase in activities in areas such as building permits) and staff is looking at negotiations for lower fees or other solutions. The total amount paid to US Bank under this agreement for the full five years could be as much as \$750,000.

OTHER ALTERNATIVES

The Local Contract Review Board may reject the award recommendation and direct staff to solicit for the service.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

DATES OF PREVIOUS COUNCIL CONSIDERATION

The Local Contract Review Board discussed this potential contract at their November 22, 2016 business meeting.

Fiscal Impact

Cost: \$150,000

Budgeted (yes or no): Yes

Where budgeted?: Multiple

Additional Fiscal Notes:

The City anticipates a spend of an estimated \$100,000 annually (with a \$20,000 offsetting credit) on typical banking analysis fees and related services. The estimated total for these services is roughly \$450,000 over the next five years. This money is allocated to the Financial Operations annual budget.

In addition, the city pays roughly \$300,000 annually in merchant transaction fees for credit

and debit card payments. These are made either by phone, internet, or point of sale. Staff estimates that roughly \$60,000 are via US Bank and the remainder via third party vendor. These fees continue to escalate and staff is looking at negotiations for lower fees or other solutions. The total amount paid to US Bank under this agreement is about \$150,000 annually and roughly \$750,000 for the full five years.

Attachments

No file(s) attached.

AIS-2934

3. C.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): Consent Item

Agenda Title: Contract Award - Virtual Desktop Infrastructure (VDI)

Prepared For: Joseph Barrett

Submitted By: Joseph Barrett, Finance and Information Services

Item Type: Motion Requested **Meeting Type:** Consent
Agenda -
LCRB

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Shall the Local Contract Review Board award a contract for a Virtual Desktop Infrastructure (VDI) to Structured Communication.

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the Local Contract Review Board award a contract for the Virtual Desktop Infrastructure (VDI) project to Structured Communication for an estimated \$232,900 and authorize the City Manager to take the necessary steps to execute the contract.

KEY FACTS AND INFORMATION SUMMARY

History

The City of Tigard IT Department has been tasked with replacing 250+ computers that are 5 years old or older. A budget line item of \$249,000 was added to the 2016-17 IT budget to accomplish this task.

The history of Tigard IT has proven that the physical desktop replacement model is problematic with the current IT staffing and budget levels. The City of Tigard currently has nearly 500 desktops, laptops, and tablet (mobile) devices. Previous hardware and software practices has resulted in over 6109 types and versions of software spread across the previously mentioned devices. This hardware and software combination is managed by a 4.0 FTE staff of 1-Senior Network Administrator, 2- Network Administrators, and 1- Help Desk Technician. Additional support is provided by the IT Manager and Database Administrator as needed. The IT staff must manage, deploy, secure, repair, install, update, and inventory all of

the software and hardware that is in use around the city. This has ultimately driven the IT environment to an unmanageable level with no standardization and aged / poorly performing hardware with low user satisfaction.

Why VDI

With the underlying goals of standardization, manageability, mobility, maintainability, and security the IT department is recommending a VDI program described below instead of recreating and intensifying the current desktop replacement model. With a VDI environment the computing horsepower lives in the datacenter and is delivered to the end user via the network to any device with a network connection. VDI turns the aging, poorly performing computer into a modern supercharged workstation without hardware replacement. This VDI project will allow IT to refresh all City of Tigard computers instead of limiting results to the 250 that were identified as aged.

VDI is centrally managed in the datacenter allowing for faster and more flexible deployment and streamlined changes. Software is standardized and installed once in the datacenter and deployed instantly to users as license quantities allow and the end user request is approved. Software licensing can be on a full time, or as need basis depending on the need. Updates to operating systems and software are performed at the datacenter level and instantly available to all users simultaneously. VDI will standardize the operating systems, software packages, and versions in use across the city increasing consistency and standardization for the end user while increasing manageability to the IT staff. With VDI the full software and computing experience can be securely made available to any device with a network connection wired or wireless regardless of physical location. VDI will increase the mobility and efficiency of city employees and prepare the city for a distributed environment if ever needed. This can be beneficial in many ways, but specially in preparation for a civic center project, or major renovations to existing building where the possibility of entire departments needing to be relocated to alternate locations.

The Plan

IT staff has conducted an evaluation process and created proof of concept environments with the 2 major VDI vendors VMware and Citrix. Since proven and reliable competition in the VDI scope is limited to the two major vendors, under section 10.125 of the Tigard Public Contracting Rules which allows software to forgo the formal competitive process if little competition exists. With only 2 vendors in the field that meet the city's needs and requirements, staff contacted these firms directly and was able to evaluate them without the cost of a full RFP that would have resulted in no other viable options. After the analysis and testing of the two solutions staff is recommending the City move forward with the Citrix solution. As such, staff is recommending a contract be awarded to Structured Communication, the local Citrix provider, in the amount of \$232,900. This total includes a \$49,000 discount if the solution is purchased by the end of the calendar year.

VDI and Disaster Resiliency

Currently, the City has limited infrastructure for business continuity. A worst-case critical

event, such as a fiber cut between the Niche and City Hall, would currently result in end users having no access to email, network files, printers, or internet until the fiber is repaired. They could only use the handful of files saved on their local computer but would have no way to send, share, or print them. In a Virtual Desktop environment, the outage would be very similar except the user wouldn't have local files to access. Where VDI does provide a potential benefit is with an event that renders a building such as the Permit Center uninhabitable, VDI would allow affected employees to remotely access all their files from any computer or tablet.

The City currently keeps backup copies of critical servers in the Police Department's network room, so that we have some ability to restore limited services in case of a disaster.

Unfortunately, there is no current location in the City that has the utilities, resources and space to allow for a complete replication of Niche Data Center services. In the future, we will need to dedicate resources to create a viable disaster recover location.

OTHER ALTERNATIVES

The Local Contract Review Board may reject the award recommendation and direct staff to solicit for the services and hardware.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

DATES OF PREVIOUS COUNCIL CONSIDERATION

The Local Contract Review Board discussed this potential contract at their November 22, 2016 business meeting.

Fiscal Impact

Cost: \$232,900

Budgeted (yes or no): Yes

Where budgeted?: Central Services Fund

Additional Fiscal Notes:

The contract is estimated at \$232,900 including a \$49,000 discount if the solution is purchased by the end of the calendar year. The Information Technology budget has \$249,000 this year for replacement of 250 computers that would fund this project.

Attachments

No file(s) attached.

AIS-2939

3. D.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): Consent Item

Agenda Title: Receive and File: Council Calendar and Council Tentative Agenda

Submitted By: Kelly Burgoyne, Central Services

Item Type: Receive and File

Meeting Type: Consent -
Receive and
File

Public Hearing: No

Publication Date:

Information

ISSUE

Receive and file the Council Calendar and the Tentative Agenda for future council meetings.

STAFF RECOMMENDATION / ACTION REQUEST

No action is requested; these are for information purposes.

KEY FACTS AND INFORMATION SUMMARY

Attached are the Council Calendar and the Tentative agenda for future Council meetings.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A - Receive and File Items

Attachments

Council Calendar

Tentative Agenda



MEMORANDUM

TO: Honorable Mayor & City Council

FROM: Kelly Burgoyne, Deputy City Recorder

RE: Three-Month Council/CCDA Meeting Calendar

DATE: December 6, 2016

December

6 Tuesday CCDA Meeting – 6:30 p.m., Town Hall

13* Tuesday Council Business Meeting – 6:30 p.m., Town Hall

15 Thursday City Council Goal Setting Meeting – 4:00-7:00 p.m., TVF&R Headquarters
Boardroom, 11945 SW 7th Ave., Tigard

20* Tuesday Council Workshop Meeting – 6:30 p.m., Town Hall

~~27* Tuesday Council Business Meeting – CANCELLED~~

January

3 Tuesday CCDA Meeting – 6:30 p.m., Town Hall

10* Tuesday Council Business Meeting – 6:30 p.m., Town Hall

17* Tuesday Council Workshop Meeting – 6:30 p.m., Town Hall

24* Tuesday Council Business Meeting – 6:30 p.m., Town Hall

31 Tuesday City Council Outreach – 6:30 p.m.-8:30 p.m. – Max's Fanno Creek Pub, 12562 SW
Main St., Tigard

February









7 Tuesday Council Business Meeting – 6:30 p.m., Town Hall

14* Tuesday Council Business Meeting – 6:30 p.m., Town Hall

21* Tuesday Council Workshop Meeting – 6:30 p.m., Town Hall









28* Tuesday Council Business Meeting – 6:30 p.m., Town Hall

Regularly scheduled Council meetings are marked with an asterisk (*).

Meeting Banner  Business Meeting 
 Study Session  Special Meeting 
 Consent Agenda  Meeting is Full 
 Workshop Meeting  CCDA Meeting 







City Council Tentative Agenda
12/5/2016 11:12 AM - Updated

Form #	Meeting Date	Submitted By	Meeting Type	-----Title-----	Department	Inbox or Finalized
2642	12/13/2016	Carol Krager	AAA	December 13, 2016 Business Meeting	Central Services	03/21/2016
2689	12/13/2016	Carol Krager	ACCSTUDY	15 Minutes - Council Liaison Reports	Central Services	04/15/2016
2902	12/13/2016	Carol Krager	ACCSTUDY	20 Minutes - Executive Session called under ORS 192.660 (2) (h)	City Management	11/09/2016
				Total Time: 35 of 45 Minutes Scheduled		
2932	12/13/2016	Joseph Barrett	ACONSENT	Consent Item – Contract Award – Prosecutorial Attorney	Finance and Information Services	12/05/2016
2933	12/13/2016	Joseph Barrett	ACONSENT	Consent Item – Contract Award – Banking Services	Finance and Information Services	12/05/2016
2934	12/13/2016	Joseph Barrett	ACONSENT	Consent Item – Contract Award – Virtual Desktop Infrastructure (VDI)	Finance and Information Services	12/05/2016
2936	12/13/2016	Carol Krager	ACONSENT	Consent Item – RECEIVE AND FILE – CANVASS OF VOTES FOR NOVEMBER 8, 2016 ELECTION	Central Services	Marty W, City Manager
2835	12/13/2016	Liz Lutz	CCBSNS	1 5 Minutes – Appoint Budget Committee Members	Finance and Information Services	11/23/2016
2847	12/13/2016	Doreen Laughlin	CCBSNS	2 5 Minutes – Appoint Planning Commission Members	Community Development	11/23/2016
2789	12/13/2016	Susan Shanks	CCBSNS	3 45 Minutes – Public Hearing - Tigard Triangle Urban Renewal Plan	Community Development	12/05/2016
2860	12/13/2016	Sean Farrelly	CCBSNS	4 30 Minutes – Public Hearing for City Center Urban Renewal Plan Substantial Amendment	Community Development	12/05/2016

Meeting Banner  Business Meeting 
 Study Session  Special Meeting 
 Consent Agenda  Meeting is Full 
 Workshop Meeting  CCDA Meeting 









City Council Tentative Agenda
12/5/2016 11:12 AM - Updated

Total Time: 85 of 100 Minutes Scheduled						
	12/15/2016			December 15, 2016 – City Council Goal Setting Meeting Location: TVF&R Headquarters Boardroom, 11945 SW 70 th Ave, Tigard (4-7 pm)		
2653	12/20/2016	Carol Krager	AAA	December 20, 2016 Workshop & Business – Combo Meeting – Councilor Goodhouse Absent	Central Services	03/21/2016
2900	12/20/2016	Marissa Grass	ACONSENT	Consent Agenda - RECEIVE AND FILE: Public Works Annual Report	Public Works	Rager B, PW Director
2848	12/20/2016	Joe Patton	CCBSNS	1 5 Minutes – Appoint City Center Advisory Commission Members	Community Development	Farrelly S, Redev Project Manager
2846	12/20/2016	Joe Patton	CCBSNS	2 5 Minutes – Appoint Tigard Transportation Advisory Committee Members	Community Development	Brown B, Assoc Transp Planner
2861	12/20/2016	Sean Farrelly	CCBSNS	3 30 Minutes – Tigard Triangle Urban Renewal Plan – Adoption Hearing (if needed)	Community Development	Shanks S, Senior Planner
2899	12/20/2016	Judy Lawhead	CCBSNS	4 10 Minutes - Consider an IGA Between the Cities of Tigard and Beaverton Covering Cooperative Maintenance for SW Barrows Road	Public Works	Rager B, PW Director
2937	12/20/2016	Lloyd Purdy	CCBSNS	5 10 Minutes - Hunziker Infrastructure Project: Right-of-Way Resolution of Necessity Amendment	Community Development	Purdy L, Econ Development Mgr
2862	12/20/2016	Hannah Holloway	CWKSHOP	6 40 Minutes - Receive update on Tigard's Affordable Housing Programs	Community Development	Holloway H, Temp Planning Asst
2858	12/20/2016	Anna Dragovich	CWKSHOP	7 30 Minutes – Safe Routes to School Update	Community Development	Patton, J., Senior Administrative Sp
2813	12/20/2016	Kelly Burgoyne	CWKSHOP	8 30 Minutes - Discuss Non-Residential Tigard Transportation SDC	Finance and Information Services	LaFrance T, Fin/Info Svcs Director
2901	12/20/2016	Judy Lawhead	CWKSHOP	9 20 Minutes – Discuss Proposed IGA on Future Governance Between Lake Oswego and Tigard Partnership	Public Works	Grass, M, Conf Exec Assistant

Meeting Banner  Business Meeting 
 Study Session  Special Meeting 
 Consent Agenda  Meeting is Full 
 Workshop Meeting  CCDA Meeting 







City Council Tentative Agenda
 12/5/2016 11:12 AM - Updated

				Total Time: 180 Minutes of 180 Minutes Scheduled – MEETING FULL		
2645	12/27/2016	Carol Krager	AAA	December 27, 2016 Business Meeting - CANCELLED	Central Services	03/21/2016
2869	01/03/2017	Carol Krager	AAA	January 3, 2017 City Council Inaugurations – No CCDA Meeting		
2871	01/10/2017	Carol Krager	AAA	January 10, 2017 Business Meeting		
2921	01/10/2016	Carol Krager	ACCSTUDY	15 Minutes - Council Liaison Reports	Central Services	11/21/2016
2903	01/10/2017	Carol Krager	ACCSTUDY	30 Minutes - Executive Session called under ORS 192.660 (2) (f) exempt public records	Central Services	11/09/2016
				Total Time: 45 of 45 Minutes Scheduled STUDY SESSION FULL		
2928	01/10/2017	Kelly Burgoyne	CCBSNS	1 20 Minutes – Second Quarter Supplemental	Finance and Information Services	Barrett J, Sr Mgmt Analyst
2935	01/10/2017	Toby LaFrance	CCBSNS	2 15 Minutes – Public Hearing to Amend TMC 15.06.020 Permitting the Franchise Agreements with Special Districts and County Service Districts	Finance and Information Services	Krager C, City Recorder
2555	01/10/2017	Lloyd Purdy	CCBSNS	3 10 Minutes - Second Review: Development Agreement Hunziker Infrastructure (Hold for Scheduling)	Community Development	Purdy, L, Econ Development Mgr
				Total Time: 45 Minutes (0 Hours, 50 Minutes)		
2872	01/17/2017	Carol Krager	AAA	January 17, 2017 Workshop Meeting Mayor Cook Absent		

Meeting Banner  Business Meeting 
 Study Session  Special Meeting 
 Consent Agenda  Meeting is Full 
 Workshop Meeting  CCDA Meeting 









City Council Tentative Agenda
12/5/2016 11:12 AM - Updated

2868	01/17/2017	Tom McGuire	CWKSHOP	1 30 Minutes – Receive Council Requested Training on Land Use and Quasi-Judicial Decisions	Community Development	Marty W, City Manager
2925	01/17/2017	Mike McCarthy	CWKSHOP	2 15 Minutes – Briefing on An Intergovernmental Agreement with Metro and Tri-Met for Fund Exchange Between Fanno Creek Trail (RFFA) and Main Street Phase II Projects	Public Works	
2930	01/17/2017	Shauna Large	CWKSHOP	3 45 Minutes – Civic Center Update	Public Works	McMillian K, Engineering Manager
				Total Time: 90 Minutes of 180 Minutes Scheduled		
2873	01/24/2017	Carol Krager	AAA	January 24, 2017 Business Meeting		
2922	01/24/2016	Carol Krager	ACCSTUDY	15 Minutes - Council Liaison Reports	Central Services	11/21/2016
2882	01/24/2017	Lloyd Purdy	ACCSTUDY	20 Minutes – Executive Session per ORS 192.510(6) Property Negotiations – Hunziker ROW	Community Development	Purdy L, Econ Development Mgr
			Total Time: 35 Minutes of 45 Minutes Scheduled			
2884	01/24/2017	Sean Farrelly	CCBSNS	1 10 Minutes - Review Ballot Measure Title for City Center Urban Renewal Plan Substantial Amendment	Community Development	Farrelly S, Redev Project Manager
2881	01/24/2017	Susan Shanks	CCBSNS	2 25 Minutes - Review Ballot Measure Title for Tigard Triangle Urban Renewal Plan	Community Development	Shanks S, Senior Planner
2915	01/24/2017	Lloyd Purdy	CCBSNS	3 10 Minutes - Tigard Street Heritage Trail: ConnectOregonVI IGA with ODOT	Community Development	Purdy, L, Econ Development Mgr
2828	01/24/2017	John Goodrich	CCBSNS	4 15 Minutes - Willamette Water Supply Project Intake Structure Allocation	Public Works	Grass M, Conf Exec Assistant
2926	01/24/2017	Mike McCarthy	CCBSNS	5 5 Minutes – Consider Authorizing Signing an Intergovernmental Agreement with Metro and TriMet for Fund Exchange Between Fanno Creek Trail and Main Street Projects	Public Works	McCarthy M, St/Trans Sr Proj Eng
			Total Time: 65 of 100 Minutes Scheduled			

Meeting Banner  Business Meeting 
Study Session  Special Meeting 
Consent Agenda  Meeting is Full 
Workshop Meeting  CCDA Meeting 









City Council Tentative Agenda
12/5/2016 11:12 AM - Updated

	01/31/2017			January 31, 2017 – City Council Outreach – Max’s Fanno Creek Pub, 12562 SW Main St, Tigard (6-8 pm)		
2875	02/07/2017	Carol Krager	AAA	February 7, 2017 Business Meeting		
2889	02/07/2017	Sean Farrelly	CCDA	1 40 Minutes - Joint Meeting with CCAC	Community Development	Farrelly S, Redev Project Manager
2888	02/07/2017	Sean Farrelly	CCDA	2 20 Minutes - Discuss Downtown Redevelopment	Community Development	Farrelly S, Redev Project Manager
2880	02/07/2017	Susan Shanks	CCBSNS	3 20 Minutes - Business Mtg - Refer Ballot Measure to Voters for Tigard Triangle Urban Renewal Plan	Community Development	Shanks S, Senior Planner
2885	02/07/2017	Sean Farrelly	CCBSNS	4 10 Minutes - Refer the Substantial Amendment to the City Center Urban Renewal Plan to the Voters	Community Development	Farrelly S, Redev Project Manager
				Total Time: 90 of 100 Minutes Scheduled		
2874	02/14/2017	Carol Krager	AAA	February 14, 2017 Business Meeting		
2923	02/14/2016	Carol Krager	ACCSTUDY	15 Minutes - Council Liaison Reports	Central Services	11/21/2016
2906	02/14/2017	Carol Krager	ACCSTUDY	30 Minutes - Metro Update from Councilor Dirksen	Central Services	Krager C, City Recorder
				Total Time: 45 of 45 Minutes Scheduled - STUDY SESSION FULL		
2904	02/14/2017	Carol Krager	CCBSNS	20 Minutes - Informational Public Hearing - 74th Avenue Vacation	Public Works	Krager C, City Recorder
				Total Time: 20 of 100 Minutes Scheduled		
2908	02/21/2017	Carol Krager	CCWKSHOP	February 21, 2017 Workshop Meeting		
2907	02/21/2017	Anna Mae Gliebe	CCWKSHOP	1 20 Minutes - 2017 Annual Court Report	Central Services	Gliebe, A, Court Supervisor

Meeting Banner		Business Meeting	
Study Session		Special Meeting	
Consent Agenda		Meeting is Full	
Workshop Meeting		CCDA Meeting	

City Council Tentative Agenda
12/5/2016 11:12 AM - Updated

2894	02/21/2017	Liz Lutz	CCWKSHOP	2 30 Minutes - Moss Adams Auditor review and results	Finance and Information Services	Fitzpatrick C, Asst Fin Dir
2895	02/21/2017	Liz Lutz	CCWKSHOP	3 30 Minutes - Second Quarter Budget Committee Meeting with City Council	Finance and Information Services	Lutz L, Conf Exec Asst
2917	02/21/2017	Cheryl Caines	CCWKSHOP	4 60 Minutes – Tigard Triangle Lean Code Update	Community Development	Caines C, Assoc Planner
			Total Time: 140 Minutes of 180 Minutes Scheduled			
2909	02/28/2017	Carol Krager	AAA	February 28, 2017 Business Meeting		
2924	02/28/2016	Carol Krager	ACCSTUDY	15 Minutes - Council Liaison Reports	Central Services	11/21/2016
				Total Time: 15 of 45 Minutes Scheduled		
2905	02/28/2017	Carol Krager	CCBSNS	20 Minutes - PLACEHOLDER Informational Public Hearing - 74th Avenue Vacation	Central Services	Krager C, City Recorder
			Total Time: 20 Minutes of 100 Minutes Scheduled			
2910	03/07/2017	Carol Krager	AAA	March 7, 2017 CCDA Meeting		
2911	03/14/2017	Carol Krager	AAA	March 14, 2017 Business Meeting		
2912	03/21/2017	Carol Krager	AAA	March 21, 2017 Workshop Meeting		
2918	03/21/2017	Cheryl Caines	CCWKSHOP	60 Minutes - Tigard Triangle Lean Code Update	Community Development	Caines C, Assoc Planner
			Total Time: 60 Minutes (1 Hours, 0 Minutes)			

Meeting Banner		Business Meeting	
Study Session		Special Meeting	
Consent Agenda		Meeting is Full	
Workshop Meeting		CCDA Meeting	

City Council Tentative Agenda
12/5/2016 11:12 AM - Updated

2913	03/28/2017	Carol Krager	AAA	March 28, 2017 Business Meeting		
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Council Confirmed Travel & Vacation Dates:

Councilor Goodhouse: Dec. 20, Absent

Mayor Cook: Jan. 17, Conference of Mayors

AIS-2936

3. E.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): Consent Item

Agenda Title: RECEIVE AND FILE - CANVASS OF VOTES FOR NOVEMBER 8, 2016 ELECTION

Submitted By: Carol Krager, Central Services

Item Type: Receive and File

Meeting Type: Consent -
Receive and
File

Public Hearing: No

Publication Date:

Information

ISSUE

Receive and file the official election results for the November 8, 2016 City of Tigard election results for two city council positions and three measures: 34-255 City of Tigard Light Rail Extension, 34-256 Fuel Tax and 34-257 Marijuana Tax.

STAFF RECOMMENDATION / ACTION REQUEST

No action is requested. This is a receive and file summary for information purposes.

KEY FACTS AND INFORMATION SUMMARY

The City Recorder canvasses the votes as required by the Washington County Elections Division and a copy of filed with the City Council to officially "receive and file" the information. The Statement of Votes Cast attached shows:

- Jason Snider with 35.50% and Tom Anderson with 31.09% of votes cast received the most votes and were elected to the office of city council.
- Measure 34-155 Tigard Light Rail Extension was approved (50.30 % yes; 49.70% no).
- Measure 34-256 Fuel Tax Increase failed (40.13% yes; 59.87% no).
- Measure 34-257 Marijuana Tax was approved (74.08% yes; 25.92% no).

Attached are the Abstract of Votes, Statement of Ballots Cast, Statement of Votes Cast and a Tigard precinct map.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

Abstract of Votes

Statement of Ballots Cast

Statement of Votes Cast

Tigard Precinct Map



WASHINGTON COUNTY OREGON

November 29, 2016

City Recorder
City of Tigard
13125 SW Hall Blvd
Tigard OR 97223

Enclosed you will find a copy of the Abstract of Votes for City of Tigard relating to the General Election held on November 8, 2016.

Sincerely,

Mickie Kawai
Elections Manager

MK/tk

Statement of Votes Cast by Contests
November 8, 2016 General Election
All Precincts, All Districts, All Contests
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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

City of Tigard Council (Vote for 2)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Tristan Kira Irvin		Tom Anderson		Jason Snider		Bret Lieuallen		Write-in		Write-in		Over Voted Ballots	Under Votes
Precinct 400	3174	4043	3803	659	17.33%	1104	29.03%	1349	35.47%	650	17.09%	28	0.74%	13	0.34%	1	2543
Precinct 402	6781	8172	8582	1226	14.29%	2804	32.67%	3001	34.97%	1433	16.70%	87	1.01%	31	0.36%	5	4970
Precinct 404	5134	6548	6455	1090	16.89%	1938	30.02%	2227	34.50%	1112	17.23%	70	1.08%	18	0.28%	2	3809
Precinct 405	7091	8481	8778	1380	15.72%	2726	31.05%	3208	36.55%	1384	15.77%	60	0.68%	20	0.23%	4	5396
Precinct 409	4084	5182	4939	803	16.26%	1547	31.32%	1774	35.92%	737	14.92%	58	1.17%	20	0.40%	3	3223
Precinct 411	59	74	70	6	8.57%	26	37.14%	24	34.29%	14	20.00%	0	0.00%	0	0.00%	0	48
Precinct 427	26	34	36	8	22.22%	11	30.56%	12	33.33%	5	13.89%	0	0.00%	0	0.00%	0	16
Total	26349	32534	32663	5172	15.83%	10156	31.09%	11595	35.50%	5335	16.33%	303	0.93%	102	0.31%	15	20005



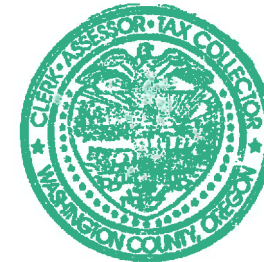
Statement of Votes Cast by Contests
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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

34-255 City of Tigard Light Rail Extension (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Yes	No	Over Voted Ballots	Under Votes
Precinct 400	3174	4043	3017	1631 54.06%	1386 45.94%	1	156
Precinct 402	6781	8172	6533	3017 46.18%	3516 53.82%	1	247
Precinct 404	5134	6548	4937	2545 51.55%	2392 48.45%	0	197
Precinct 405	7091	8481	6767	3329 49.19%	3438 50.81%	0	324
Precinct 409	4084	5182	3881	2112 54.42%	1769 45.58%	1	202
Precinct 411	59	74	57	34 59.65%	23 40.35%	0	2
Precinct 427	26	34	25	15 60.00%	10 40.00%	0	1
Total	26349	32534	25217	12683 50.30%	12534 49.70%	3	1129



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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

34-256 City of Tigard Fuel Tax (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Yes		No		Over Voted Ballots	Under Votes
Precinct 400	3174	4043	3002	1213	40.41%	1789	59.59%	0	172
Precinct 402	6781	8172	6499	2479	38.14%	4020	61.86%	1	281
Precinct 404	5134	6548	4877	1979	40.58%	2898	59.42%	1	256
Precinct 405	7091	8481	6735	2830	42.02%	3905	57.98%	0	356
Precinct 409	4084	5182	3860	1525	39.51%	2335	60.49%	0	224
Precinct 411	59	74	55	21	38.18%	34	61.82%	0	4
Precinct 427	26	34	26	8	30.77%	18	69.23%	0	0
Total	26349	32534	25054	10055	40.13%	14999	59.87%	2	1293



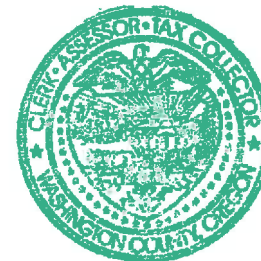
Statement of Votes Cast by Contests
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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

34-257 City of Tigard MJ Tax (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Yes		No		Over Voted Ballots	Under Votes
Precinct 400	3174	4043	3042	2046	67.26%	996	32.74%	0	132
Precinct 402	6781	8172	6572	4934	75.08%	1638	24.92%	0	209
Precinct 404	5134	6548	4926	3466	70.36%	1460	29.64%	0	208
Precinct 405	7091	8481	6812	5306	77.89%	1506	22.11%	0	279
Precinct 409	4084	5182	3892	2939	75.51%	953	24.49%	0	192
Precinct 411	59	74	55	47	85.45%	8	14.55%	0	4
Precinct 427	26	34	26	24	92.31%	2	7.69%	0	0
Total	26349	32534	25325	18762	74.08%	6563	25.92%	0	1024



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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Precinct	Ballots Cast	Reg. Voters	Turnout Pct.
Precinct 301	1579	1896	83.28%
Precinct 302	1902	2561	74.27%
Precinct 303	854	1083	78.86%
Precinct 304	2570	3286	78.21%
Precinct 305	814	1067	76.29%
Precinct 306	619	777	79.67%
Precinct 307	1531	1909	80.20%
Precinct 308	141	168	83.93%
Precinct 309	3006	3680	81.68%
Precinct 310	1472	1772	83.07%
Precinct 311	613	742	82.61%
Precinct 312	701	839	83.55%
Precinct 313	5	6	83.33%
Precinct 314	300	335	89.55%
Precinct 315	903	1029	87.76%
Precinct 316	730	843	86.60%
Precinct 317	906	1097	82.59%
Precinct 318	2544	3192	79.70%
Precinct 319	5911	7753	76.24%
Precinct 320	2446	3195	76.56%
Precinct 321	285	357	79.83%
Precinct 322	231	281	82.21%
Precinct 323	24	27	88.89%
Precinct 324	445	544	81.80%
Precinct 325	3	4	75.00%
Precinct 326	1677	2036	82.37%
Precinct 327	3277	4188	78.25%
Precinct 328	1782	2178	81.82%
Precinct 329	6721	8459	79.45%
Precinct 330	1390	1677	82.89%
Precinct 331	2186	2791	78.32%
Precinct 332	2214	3193	69.34%
Precinct 333	3192	4628	68.97%
Precinct 334	139	158	87.97%
Precinct 335	4171	4978	83.79%
Precinct 336	2497	3229	77.33%
Precinct 337	3513	4788	73.37%
Precinct 338	4052	5620	72.10%
Precinct 339	4573	6358	71.93%
Precinct 340	5586	6900	80.96%
Precinct 341	315	374	84.22%
Precinct 342	57	66	86.36%
Precinct 343	4007	5122	78.23%
Precinct 344	3699	5034	73.48%
Precinct 345	22	30	73.33%
Precinct 346	267	318	83.96%
Precinct 347	57	66	86.36%
Precinct 348	23	32	71.88%
Precinct 349	2300	3155	72.90%
Precinct 350	2814	3724	75.56%
Precinct 351	2245	3154	71.18%
Precinct 352	767	1140	67.28%
Precinct 353	1916	2319	82.62%
Precinct 354	3585	4282	83.72%
Precinct 355	2825	3621	78.02%
Precinct 356	1581	2119	74.61%
Precinct 357	1334	1758	75.88%
Precinct 358	2469	3132	78.83%
Precinct 359	2265	2907	77.92%
Precinct 360	2748	3703	74.21%
Precinct 361	1591	2193	72.55%
Precinct 362	3352	3978	84.26%
Precinct 363	3297	3961	83.24%
Precinct 364	4142	4738	87.42%

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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Precinct	Ballots Cast	Reg. Voters	Turnout Pct.
Precinct 365	2814	3144	89.50%
Precinct 366	2109	2556	82.51%
Precinct 367	3675	4323	85.01%
Precinct 368	3503	4343	80.66%
Precinct 369	1676	2089	80.23%
Precinct 370	2031	2428	83.65%
Precinct 371	2083	2485	83.82%
Precinct 372	1679	1910	87.91%
Precinct 373	285	342	83.33%
Precinct 374	12	13	92.31%
Precinct 375	255	297	85.86%
Precinct 376	1754	2140	81.96%
Precinct 377	2178	2517	86.53%
Precinct 378	1705	2015	84.62%
Precinct 379	6012	7818	76.90%
Precinct 380	6047	7239	83.53%
Precinct 381	93	108	86.11%
Precinct 382	1920	2731	70.30%
Precinct 383	991	1156	85.73%
Precinct 384	2965	3419	86.72%
Precinct 385	2267	2691	84.24%
Precinct 386	2707	3071	88.15%
Precinct 387	1011	1256	80.49%
Precinct 388	814	1038	78.42%
Precinct 389	5358	6511	82.29%
Precinct 390	2029	2435	83.33%
Precinct 391	293	422	69.43%
Precinct 392	188	245	76.73%
Precinct 393	592	666	88.89%
Precinct 394	249	322	77.33%
Precinct 395	5937	7390	80.34%
Precinct 396	875	1111	78.76%
Precinct 397	2290	2776	82.49%
Precinct 398	1532	1767	86.70%
Precinct 399	2061	2554	80.70%
Precinct 400	3177	4043	78.58%
Precinct 401	1677	1902	88.17%
Precinct 402	6795	8172	83.15%
Precinct 403	1271	1515	83.89%
Precinct 404	5139	6548	78.48%
Precinct 405	7106	8481	83.79%
Precinct 406	379	530	71.51%
Precinct 407	1677	1888	88.82%
Precinct 408	89	121	73.55%
Precinct 409	4088	5182	78.89%
Precinct 410	2720	3310	82.18%
Precinct 411	59	74	79.73%
Precinct 412	1717	2082	82.47%
Precinct 413	913	1156	78.98%
Precinct 414	540	664	81.33%
Precinct 415	468	518	90.35%
Precinct 416	21	35	60.00%
Precinct 417	1225	1593	76.90%
Precinct 418	1876	2232	84.05%
Precinct 419	1632	1844	88.50%
Precinct 420	3102	3882	79.91%
Precinct 421	272	316	86.08%
Precinct 422	20	24	83.33%
Precinct 423	2958	3918	75.50%
Precinct 424	4132	4868	84.88%
Precinct 425	942	1137	82.85%
Precinct 426	396	471	84.08%
Precinct 427	26	34	76.47%
Precinct 428	1416	1848	76.62%

Statement of Ballots Cast
November 8, 2016 General Election
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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Precinct	Ballots Cast	Reg. Voters	Turnout Pct.
Precinct 429	2561	3283	78.01%
Precinct 430	1251	1442	86.75%
Precinct 431	1297	1478	87.75%
Precinct 432	302	381	79.27%
Precinct 433	2077	2470	84.09%
Precinct 434	3293	4133	79.68%
Precinct 435	3647	4335	84.13%
Precinct 436	2095	2369	88.43%
Precinct 437	51	59	86.44%
Precinct 438	242	294	82.31%
Precinct 439	409	513	79.73%
Precinct 440	1176	1523	77.22%
Precinct 441	66	76	86.84%
Precinct 442	2221	2683	82.78%
Precinct 443	8	10	80.00%
Total		10	80.00%



I, **Richard W. Hobernick**, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, do hereby certify this to be a true and correct copy of the original.

Date: November 28, 2016

By: [Signature]
Director, Washington

Statement of Votes Cast
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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Choice	Votes	Vote %
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All District Categories

All Districts

United States President and Vice President (Vote for 1)

273696 ballots (91 over voted, 4372 blank voted), 341315 registered voters, turnout 80.19%

Trump/Pence	83197	30.90%
Clinton/Kaine	153251	56.92%
Stein/Baraka	6005	2.23%
Johnson/Weld	15266	5.67%
Write-in	11513	4.28%
Total	269232	100.00%

US Senator (Vote for 1)

273696 ballots (48 over voted, 11405 blank voted), 341315 registered voters, turnout 80.19%

Steven C Reynolds	7701	2.94%
Ron Wyden	158685	60.51%
Mark Callahan	78184	29.81%
Eric Navickas	5501	2.10%
Jim Lindsay	3650	1.39%
Shanti S Lewallen	8215	3.13%
Write-in	307	0.12%
Total	262243	100.00%

US Representative, 1st District (Vote for 1)

273696 ballots (13 over voted, 18233 blank voted), 341315 registered voters, turnout 80.19%

Brian J Heinrich	92442	36.19%
Suzanne Bonamici	154293	60.40%
Kyle Sheahan	8236	3.22%
Write-in	479	0.19%
Total	255450	100.00%

Governor (Vote for 1)

273165 ballots (39 over voted, 12577 blank voted), 341315 registered voters, turnout 80.03%

James Foster	6965	2.67%
Kate Brown	143278	54.99%
Cliff Thomason	5798	2.23%
Aaron Donald Auer	1800	0.69%
Bud Pierce	102282	39.26%
Write-in	424	0.16%
Total	260547	100.00%

Secretary of State (Vote for 1)

273165 ballots (33 over voted, 20313 blank voted), 341315 registered voters, turnout 80.03%

Sharon L Durbin	6795	2.69%
Dennis Richardson	111234	44.00%
Paul Damian Wells	8466	3.35%
Brad Avakian	118895	47.03%
Alan Zundel	5678	2.25%
Michael Marsh	1380	0.55%
Write-in	370	0.15%
Total	252818	100.00%

State Treasurer (Vote for 1)

273165 ballots (11 over voted, 24888 blank voted), 341315 registered voters, turnout 80.03%

Chris Henry	10404	4.19%
Tobias Read	121328	48.87%
Jeff Gudman	95334	38.40%
Chris Telfer	20799	8.38%
Write-in	402	0.16%

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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Choice	Votes	Vote %
Total	248267	100.00%

Attorney General (Vote for 1)

273165 ballots (9 over voted, 26294 blank voted), 341315 registered voters, turnout 80.03%

Lars D H Hedbor	8401	3.40%
Ellen Rosenblum	145583	58.97%
Daniel Zene Crowe	92405	37.43%
Write-in	472	0.19%
Total	246861	100.00%

State Senator, 12th District (Vote for 1)

6886 ballots (0 over voted, 713 blank voted), 8503 registered voters, turnout 80.98%

Brian J Boquist	3555	57.59%
Ross Swartzendruber	2603	42.17%
Write-in	15	0.24%
Total	6173	100.00%

State Senator, 14th District (Vote for 1)

64828 ballots (3 over voted, 20154 blank voted), 81497 registered voters, turnout 79.55%

Mark Hass	43415	97.19%
Write-in	1256	2.81%
Total	44671	100.00%

State Senator, 18th District (Vote for 1)

30915 ballots (0 over voted, 10377 blank voted), 38071 registered voters, turnout 81.20%

Ginny Burdick	19841	96.61%
Write-in	697	3.39%
Total	20538	100.00%

State Representative, 24th District (Vote for 1)

6886 ballots (0 over voted, 560 blank voted), 8503 registered voters, turnout 80.98%

Ron Noble	3359	53.10%
Ken Moore	2952	46.66%
Write-in	15	0.24%
Total	6326	100.00%

State Representative, 25th District (Vote for 1)

1 ballots (0 over voted, 0 blank voted), 2 registered voters, turnout 50.00%

Sharon P Freeman	1	100.00%
Bill Post	0	0.00%
Write-in	0	0.00%
Total	1	100.00%

State Representative, 26th District (Vote for 1)

26922 ballots (2 over voted, 2432 blank voted), 32417 registered voters, turnout 83.05%

Ray M Lister	10915	44.57%
A Richard Vial	13547	55.32%
Write-in	25	0.10%
Total	24487	100.00%

State Representative, 27th District (Vote for 1)

34064 ballots (1 over voted, 11915 blank voted), 41560 registered voters, turnout 81.96%

Sheri Malstrom	21659	97.79%
Write-in	489	2.21%
Total	22148	100.00%

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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Choice	Votes	Vote %
State Representative, 28th District (Vote for 1)		
30764 ballots (2 over voted, 4062 blank voted), 39937 registered voters, turnout 77.03%		
Jeff Barker	17107	64.07%
Gary M Carlson	9481	35.51%
Write-in	112	0.42%
Total	26700	100.00%
State Representative, 29th District (Vote for 1)		
26414 ballots (2 over voted, 2241 blank voted), 35021 registered voters, turnout 75.42%		
Juanita Lint	9833	40.68%
Susan McLain	14248	58.95%
Write-in	90	0.37%
Total	24171	100.00%
State Representative, 30th District (Vote for 1)		
32386 ballots (3 over voted, 3015 blank voted), 41665 registered voters, turnout 77.73%		
Janeen Sollman	15336	52.22%
Kyle Markley	2498	8.51%
Dan Mason	11473	39.07%
Write-in	61	0.21%
Total	29368	100.00%
State Representative, 31st District (Vote for 1)		
5519 ballots (0 over voted, 1056 blank voted), 6801 registered voters, turnout 81.15%		
Brad Witt	3664	82.10%
Robert Miller	762	17.07%
Write-in	37	0.83%
Total	4463	100.00%
State Representative, 32nd District (Vote for 1)		
5900 ballots (0 over voted, 593 blank voted), 7217 registered voters, turnout 81.75%		
Bruce L Bobek	2940	55.40%
Deborah Boone	2343	44.15%
Write-in	24	0.45%
Total	5307	100.00%
State Representative, 33rd District (Vote for 1)		
26186 ballots (1 over voted, 2884 blank voted), 31014 registered voters, turnout 84.43%		
Mitch Greenlick	14780	63.43%
John Verbeek	8465	36.33%
Write-in	56	0.24%
Total	23301	100.00%
State Representative, 34th District (Vote for 1)		
32915 ballots (1 over voted, 4347 blank voted), 41209 registered voters, turnout 79.87%		
Donald E Hershiser	9875	34.57%
Ken Helm	18606	65.13%
Write-in	86	0.30%
Total	28567	100.00%
State Representative, 35th District (Vote for 1)		
30915 ballots (0 over voted, 4442 blank voted), 38071 registered voters, turnout 81.20%		
Margaret Doherty	15895	60.04%
Jessica L Cousineau	10480	39.59%
Write-in	98	0.37%
Total	26473	100.00%

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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Choice	Votes	Vote %
State Representative, 37th District (Vote for 1)		
14292 ballots (0 over voted, 1235 blank voted), 17898 registered voters, turnout 79.85%		
Ryan R Haffner	351	2.69%
Paul Southwick	6023	46.13%
Julie Parrish	6655	50.97%
Write-in	28	0.21%
Total	13057	100.00%
Judge of the Supreme Court, Position 6 (Vote for 1)		
273165 ballots (4 over voted, 113574 blank voted), 341315 registered voters, turnout 80.03%		
Lynn R Nakamoto	156144	97.84%
Write-in	3447	2.16%
Total	159591	100.00%
Judge of the Court of Appeals, Position 5 (Vote for 1)		
273165 ballots (3 over voted, 116696 blank voted), 341315 registered voters, turnout 80.03%		
Scott Shorr	153392	98.03%
Write-in	3077	1.97%
Total	156469	100.00%
Judge of the Court of Appeals, Position 8 (Vote for 1)		
273165 ballots (3 over voted, 120274 blank voted), 341315 registered voters, turnout 80.03%		
Roger J DeHoog	149849	98.01%
Write-in	3043	1.99%
Total	152892	100.00%
Judge of the Circuit Court, 20th District, Position 14 (Vote for 1)		
273165 ballots (3 over voted, 119680 blank voted), 341315 registered voters, turnout 80.03%		
Ramon Pagan	150498	98.05%
Write-in	2988	1.95%
Total	153486	100.00%
City of Banks Mayor (Vote for 1)		
821 ballots (0 over voted, 123 blank voted), 1077 registered voters, turnout 76.23%		
Brian Hughes	299	42.84%
Peter C Edison	389	55.73%
Write-in	10	1.43%
Total	698	100.00%
City of Banks Council - Position 2 (Vote for 1)		
821 ballots (0 over voted, 301 blank voted), 1077 registered voters, turnout 76.23%		
Michael Nelson	505	97.12%
Write-in	15	2.88%
Total	520	100.00%
City of Banks Council - Position 4 (Vote for 1)		
821 ballots (1 over voted, 176 blank voted), 1077 registered voters, turnout 76.23%		
Dale A Wiita	55	8.54%
Gene W Stout	282	43.79%
Stephanie Jones	302	46.89%
Write-in	5	0.78%
Total	644	100.00%
City of Banks Council - Position 6 (Vote for 1)		
821 ballots (0 over voted, 204 blank voted), 1077 registered voters, turnout 76.23%		
Teri Branstitre	358	58.02%
Scott T Nagler	252	40.84%
Write-in	7	1.13%

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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Choice	Votes	Vote %
Total	617	100.00%

City of Beaverton Mayor (Vote for 1)

44258 ballots (0 over voted, 14315 blank voted), 55412 registered voters, turnout 79.87%

Denny Doyle	28892	96.49%
Write-in	1051	3.51%
Total	29943	100.00%

City of Beaverton Council Pos 3 (Vote for 1)

44258 ballots (0 over voted, 17915 blank voted), 55412 registered voters, turnout 79.87%

Mark Fagin	25806	97.95%
Write-in	539	2.05%
Total	26345	100.00%

City of Beaverton Council Pos 4 (Vote for 1)

44258 ballots (0 over voted, 18401 blank voted), 55412 registered voters, turnout 79.87%

Cate Arnold	25348	98.02%
Write-in	511	1.98%
Total	25859	100.00%

City of Cornelius Mayor (Vote for 1)

4050 ballots (1 over voted, 1269 blank voted), 5620 registered voters, turnout 72.06%

Jeffrey C Dalin	2652	95.40%
Write-in	128	4.60%
Total	2780	100.00%

City of Cornelius Council (Vote for 2)

4050 ballots (0 over voted, 3485 undervotes), 5620 registered voters, turnout 72.06%

Steven Heinrich	2273	49.25%
Dave Schamp	2194	47.54%
Write-in	98	2.12%
Write-in	50	1.08%
Total	4615	100.00%

City of Durham Council (Vote for 3)

873 ballots (1 over voted, 802 undervotes), 1111 registered voters, turnout 78.58%

Ron Willesen	272	14.99%
Pete Bryant	265	14.61%
Leslie J Gifford	427	23.54%
Chuck Van Meter	430	23.70%
Keith Jehnke	394	21.72%
Write-in	18	0.99%
Write-in	4	0.22%
Write-in	4	0.22%
Total	1814	100.00%

City of Forest Grove Council (Vote for 3)

10133 ballots (22 over voted, 9064 undervotes), 13258 registered voters, turnout 76.43%

Timothy Rippe	3968	18.66%
Elena Uhing	4402	20.70%
Richard G Kidd III	3522	16.56%
Victoria Lowe	3575	16.81%
Matt Vandehey	5474	25.74%
Write-in	228	1.07%
Write-in	64	0.30%
Write-in	36	0.17%
Total	21269	100.00%

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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Choice	Votes	Vote %
City of Gaston Council Pos 1 (Vote for 1)		
285 ballots (0 over voted, 33 blank voted), 357 registered voters, turnout 79.83%		
Don Richter	140	55.56%
Margaret E Bell	108	42.86%
Write-in	4	1.59%
Total	252	100.00%

City of Gaston Council Pos 2 (Vote for 1)		
285 ballots (0 over voted, 43 blank voted), 357 registered voters, turnout 79.83%		
Gail Y Lorenz	104	42.98%
David Meeker	134	55.37%
Write-in	4	1.65%
Total	242	100.00%

City of Gaston Council Pos 3 (Vote for 1)		
285 ballots (0 over voted, 47 blank voted), 357 registered voters, turnout 79.83%		
Rick Lorenz	103	43.28%
Bill Martin	131	55.04%
Write-in	4	1.68%
Total	238	100.00%

City of Hillsboro Mayor (Vote for 1)		
41484 ballots (4 over voted, 7464 blank voted), 53940 registered voters, turnout 76.91%		
Aron Carleson	13988	41.12%
Steve Callaway	19773	58.13%
Write-in	255	0.75%
Total	34016	100.00%

City of Hillsboro Council Ward 1 Pos B (Vote for 1)		
41484 ballots (5 over voted, 10632 blank voted), 53940 registered voters, turnout 76.91%		
Rick Van Beveren	24156	78.31%
Abdi Muse	6494	21.05%
Write-in	196	0.64%
Total	30846	100.00%

City of Hillsboro Council Ward 2 Pos B (Vote for 1)		
41484 ballots (10 over voted, 12413 blank voted), 53940 registered voters, turnout 76.91%		
Brenda McCoy	12048	41.46%
Anthony Martin	16806	57.83%
Write-in	207	0.71%
Total	29061	100.00%

City of Hillsboro Council Ward 3 Pos B (Vote for 1)		
41483 ballots (4 over voted, 11096 blank voted), 53940 registered voters, turnout 76.91%		
Fred C Nachtigal	20617	67.86%
Sandra Jafarzadeh	9544	31.41%
Write-in	222	0.73%
Total	30383	100.00%

City of King City Council (Vote for 3)		
2647 ballots (2 over voted, 2703 undervotes), 3132 registered voters, turnout 84.51%		
Gretchen E Buehner	1382	26.41%
John M Boylston	1368	26.15%
Denny Gelfand	1105	21.12%
Smart Ocholi	1281	24.48%
Write-in	71	1.36%
Write-in	16	0.31%
Write-in	9	0.17%

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143 precincts reported out of 143 total

Choice	Votes	Vote %
Total	5232	100.00%

City of Lake Oswego Mayor (Vote for 1)

2 ballots (0 over voted, 0 blank voted), 2 registered voters, turnout 100.00%

Dave Berg	0	0.00%
Jon Gustafson	0	0.00%
Kent Studebaker	2	100.00%
Write-in	0	0.00%
Total	2	100.00%

City of Lake Oswego Councilor (Vote for 3)

2 ballots (0 over voted, 6 undervotes), 2 registered voters, turnout 100.00%

Theresa Kohlhoff	0	
Charles Collins	0	
Skip O'Neill	0	
John LaMotte	0	
Write-in	0	
Write-in	0	
Write-in	0	
Total	0	

City of North Plains Mayor (Vote for 1)

1385 ballots (0 over voted, 263 blank voted), 1677 registered voters, turnout 82.59%

Teri K Lenahan	733	65.33%
Write-in	389	34.67%
Total	1122	100.00%

City of North Plains Council (Vote for 3)

1385 ballots (0 over voted, 1682 undervotes), 1677 registered voters, turnout 82.59%

Robert Kindel	880	35.58%
Russ R Sheldon	754	30.49%
Cameron Martinez	727	29.40%
Write-in	79	3.19%
Write-in	19	0.77%
Write-in	14	0.57%
Total	2473	100.00%

City of Portland Commissioner, Pos 4 (Vote for 1)

804 ballots (0 over voted, 220 blank voted), 1044 registered voters, turnout 77.01%

Chloe Eudaly	274	46.92%
Steve Novick	305	52.23%
Write-in	5	0.86%
Total	584	100.00%

City of Rivergrove Councilor (Vote for 3)

21 ballots (0 over voted, 30 undervotes), 30 registered voters, turnout 70.00%

Brenda Ruble	10	30.30%
William Tuttle	10	30.30%
Arne Nyberg	11	33.33%
Write-in	1	3.03%
Write-in	1	3.03%
Write-in	0	0.00%
Total	33	100.00%

City of Sherwood Mayor (Vote for 1)

9990 ballots (2 over voted, 898 blank voted), 11886 registered voters, turnout 84.05%

Gail Cutsforth	3933	43.27%
Krisanna Clark	5104	56.15%
Write-in	53	0.58%

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143 precincts reported out of 143 total

Choice	Votes	Vote %
Total	9090	100.00%

City of Sherwood Councilor (Vote for 3)

9990 ballots (8 over voted, 9408 undervotes), 11886 registered voters, turnout 84.05%

Kim Young	4265	20.76%
Anthony Bevel	2783	13.55%
Sean Garland	3720	18.11%
Daniel C King	3645	17.74%
Michael Meyer	2730	13.29%
Alan H Pearson	3172	15.44%
Write-in	138	0.67%
Write-in	52	0.25%
Write-in	36	0.18%
Total	20541	100.00%

City of Tigard Council (Vote for 2)

26349 ballots (15 over voted, 20005 undervotes), 32534 registered voters, turnout 80.99%

Tristan Kira Irvin	5172	15.83%
Tom Anderson	10156	31.09%
Jason Snider	11595	35.50%
Bret Lieuallen	5335	16.33%
Write-in	303	0.93%
Write-in	102	0.31%
Total	32663	100.00%

City of Tualatin Council Pos 2 (Vote for 1)

11772 ballots (3 over voted, 3237 blank voted), 14677 registered voters, turnout 80.21%

Sonya Ambuehl	2859	33.51%
Paul Morrison	5589	65.51%
Write-in	84	0.98%
Total	8532	100.00%

City of Tualatin Council Pos 4 (Vote for 1)

11772 ballots (0 over voted, 4819 blank voted), 14677 registered voters, turnout 80.21%

Robert E Kellogg	6813	97.99%
Write-in	140	2.01%
Total	6953	100.00%

City of Tualatin Council Pos 6 (Vote for 1)

11772 ballots (0 over voted, 5068 blank voted), 14677 registered voters, turnout 80.21%

Joelle Davis	6552	97.73%
Write-in	152	2.27%
Total	6704	100.00%

City of Wilsonville Mayor (Vote for 1)

302 ballots (0 over voted, 82 blank voted), 381 registered voters, turnout 79.27%

Tim Knapp	194	88.18%
Write-in	26	11.82%
Total	220	100.00%

City of Wilsonville Councilor (Vote for 2)

302 ballots (0 over voted, 259 undervotes), 381 registered voters, turnout 79.27%

Kristin Akervall	173	50.14%
Susie Stevens	168	48.70%
Write-in	3	0.87%
Write-in	1	0.29%
Total	345	100.00%

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Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

Choice	Votes	Vote %
West Multnomah SWCD Dir At Large 1 (Vote for 1)		
93 ballots (0 over voted, 88 blank voted), 108 registered voters, turnout 86.11%		
Write-in	5	100.00%
Total	5	100.00%

West Multnomah SWCD Dir Zone 1 (Vote for 1)		
93 ballots (0 over voted, 52 blank voted), 108 registered voters, turnout 86.11%		
Kimberly Peterson	41	100.00%
Write-in	0	0.00%
Total	41	100.00%

West Multnomah SWCD Dir Zone 2 (Vote for 1)		
93 ballots (0 over voted, 54 blank voted), 108 registered voters, turnout 86.11%		
Jane Hartline	39	100.00%
Write-in	0	0.00%
Total	39	100.00%

West Multnomah SWCD Dir Zone 3 (Vote for 1)		
93 ballots (0 over voted, 55 blank voted), 108 registered voters, turnout 86.11%		
George Sowder	38	100.00%
Write-in	0	0.00%
Total	38	100.00%

Tualatin SWCD Dir At Large 1 (Vote for 1)		
273072 ballots (4 over voted, 122878 blank voted), 341207 registered voters, turnout 80.03%		
Steven Vangrunsven	147876	98.46%
Write-in	2317	1.54%
Total	150193	100.00%

Tualatin SWCD Dir Zone 1 (Vote for 1)		
273072 ballots (3 over voted, 125937 blank voted), 341207 registered voters, turnout 80.03%		
Jerry Ward	144893	98.48%
Write-in	2242	1.52%
Total	147135	100.00%

Tualatin SWCD Dir Zone 2 (Vote for 1)		
273072 ballots (3 over voted, 126037 blank voted), 341207 registered voters, turnout 80.03%		
Eldon Jossi	144751	98.45%
Write-in	2284	1.55%
Total	147035	100.00%

Measure 94 State Judges Retirement Age (Vote for 1)		
273164 ballots (49 over voted, 18485 blank voted), 341315 registered voters, turnout 80.03%		
Yes	95314	37.43%
No	159315	62.57%
Total	254629	100.00%

Measure 95 Public University Equities (Vote for 1)		
273163 ballots (18 over voted, 23014 blank voted), 341315 registered voters, turnout 80.03%		
Yes	184088	73.60%
No	66042	26.40%
Total	250130	100.00%

Measure 96 State Lottery Fund (Vote for 1)		
273164 ballots (16 over voted, 13870 blank voted), 341315 registered voters, turnout 80.03%		
Yes	212438	81.93%
No	46839	18.07%

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Choice	Votes	Vote %
Total	259277	100.00%

Measure 97 State Corporate Tax (Vote for 1)

273164 ballots (86 over voted, 8315 blank voted), 341315 registered voters, turnout 80.03%

Yes	108253	40.89%
No	156510	59.11%
Total	264763	100.00%

Measure 98 State Career Funding (Vote for 1)

273164 ballots (30 over voted, 15628 blank voted), 341315 registered voters, turnout 80.03%

Yes	174497	67.76%
No	83009	32.24%
Total	257506	100.00%

Measure 99 State Outdoor School Fund (Vote for 1)

273164 ballots (24 over voted, 14600 blank voted), 341315 registered voters, turnout 80.03%

Yes	175787	67.99%
No	82753	32.01%
Total	258540	100.00%

Measure 100 State Wildlife (Vote for 1)

273164 ballots (30 over voted, 20950 blank voted), 341315 registered voters, turnout 80.03%

Yes	183987	72.96%
No	68199	27.04%
Total	252186	100.00%

34-250 City of Beaverton Bond (Vote for 1)

44258 ballots (2 over voted, 3484 blank voted), 55412 registered voters, turnout 79.87%

Yes	20604	50.54%
No	20167	49.46%
Total	40771	100.00%

34-251 City of Beaverton MJ Tax (Vote for 1)

44258 ballots (1 over voted, 1991 blank voted), 55412 registered voters, turnout 79.87%

Yes	31005	73.36%
No	11261	26.64%
Total	42266	100.00%

34-266 City of Cornelius MJ Tax (Vote for 1)

4050 ballots (2 over voted, 161 blank voted), 5620 registered voters, turnout 72.06%

Yes	2738	70.44%
No	1149	29.56%
Total	3887	100.00%

34-267 City of Cornelius Fuel Tax (Vote for 1)

4050 ballots (0 over voted, 187 blank voted), 5620 registered voters, turnout 72.06%

Yes	1105	28.60%
No	2758	71.40%
Total	3863	100.00%

34-249 City of Forest Grove MJ Tax (Vote for 1)

10133 ballots (0 over voted, 318 blank voted), 13258 registered voters, turnout 76.43%

Yes	7351	74.90%
No	2464	25.10%
Total	9815	100.00%

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143 precincts reported out of 143 total

Choice	Votes	Vote %
34-265 City of Gaston MJ Prohibit (Vote for 1)		
285 ballots (0 over voted, 3 blank voted), 357 registered voters, turnout 79.83%		
Yes	145	51.42%
No	137	48.58%
Total	282	100.00%

34-252 City of Hillsboro MJ Tax (Vote for 1)		
41483 ballots (3 over voted, 1725 blank voted), 53940 registered voters, turnout 76.91%		
Yes	30021	75.52%
No	9733	24.48%
Total	39754	100.00%

34-270 King City MJ Tax (Vote for 1)		
2647 ballots (0 over voted, 90 blank voted), 3132 registered voters, turnout 84.51%		
Yes	1992	77.90%
No	565	22.10%
Total	2557	100.00%

34-271 King City Fuel Tax (Vote for 1)		
2647 ballots (0 over voted, 104 blank voted), 3132 registered voters, turnout 84.51%		
Yes	1078	42.39%
No	1465	57.61%
Total	2543	100.00%

34-258 City of Sherwood Charter Budget (Vote for 1)		
9990 ballots (0 over voted, 1551 blank voted), 11886 registered voters, turnout 84.05%		
Yes	3602	42.68%
No	4837	57.32%
Total	8439	100.00%

34-259 City of Sherwood Charter Recording (Vote for 1)		
9990 ballots (1 over voted, 1779 blank voted), 11886 registered voters, turnout 84.05%		
Yes	5135	62.55%
No	3075	37.45%
Total	8210	100.00%

34-260 City of Sherwood Charter Compensation (Vote for 1)		
9990 ballots (1 over voted, 1371 blank voted), 11886 registered voters, turnout 84.05%		
Yes	3160	36.67%
No	5458	63.33%
Total	8618	100.00%

34-261 City of Sherwood Charter Mayor Term (Vote for 1)		
9990 ballots (2 over voted, 907 blank voted), 11886 registered voters, turnout 84.05%		
Yes	2711	29.85%
No	6370	70.15%
Total	9081	100.00%

34-262 City of Sherwood Charter Ordinance Revised (Vote for 1)		
9990 ballots (1 over voted, 2421 blank voted), 11886 registered voters, turnout 84.05%		
Yes	3894	51.45%
No	3674	48.55%
Total	7568	100.00%

34-263 City of Sherwood MJ Tax (Vote for 1)		
9990 ballots (1 over voted, 566 blank voted), 11886 registered voters, turnout 84.05%		
Yes	7714	81.86%

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143 precincts reported out of 143 total

Choice	Votes	Vote %
No	1709	18.14%
Total	9423	100.00%

34-264 City of Sherwood Prohibits MJ (Vote for 1)

9990 ballots (5 over voted, 433 blank voted), 11886 registered voters, turnout 84.05%

Yes	5388	56.41%
No	4164	43.59%
Total	9552	100.00%

34-255 City of Tigard Light Rail Extension (Vote for 1)

26349 ballots (3 over voted, 1129 blank voted), 32534 registered voters, turnout 80.99%

Yes	12683	50.30%
No	12534	49.70%
Total	25217	100.00%

34-256 City of Tigard Fuel Tax (Vote for 1)

26349 ballots (2 over voted, 1293 blank voted), 32534 registered voters, turnout 80.99%

Yes	10055	40.13%
No	14999	59.87%
Total	25054	100.00%

34-257 City of Tigard MJ Tax (Vote for 1)

26349 ballots (0 over voted, 1024 blank voted), 32534 registered voters, turnout 80.99%

Yes	18762	74.08%
No	6563	25.92%
Total	25325	100.00%

34-247 City of Tualatin Charter Term Limit (Vote for 1)

11772 ballots (1 over voted, 730 blank voted), 14677 registered voters, turnout 80.21%

Yes	7377	66.81%
No	3664	33.19%
Total	11041	100.00%

34-253 City of Tualatin MJ Tax (Vote for 1)

11772 ballots (0 over voted, 528 blank voted), 14677 registered voters, turnout 80.21%

Yes	8426	74.94%
No	2818	25.06%
Total	11244	100.00%

3-489 City of Lake Oswego Charter (Vote for 1)

2 ballots (0 over voted, 0 blank voted), 2 registered voters, turnout 100.00%

Yes	2	100.00%
No	0	0.00%
Total	2	100.00%

3-490 City of Lake Oswego Prohibits MJ (Vote for 1)

2 ballots (0 over voted, 0 blank voted), 2 registered voters, turnout 100.00%

Yes	2	100.00%
No	0	0.00%
Total	2	100.00%

3-491 City of Lake Oswego City Broadband (Vote for 1)

2 ballots (0 over voted, 0 blank voted), 2 registered voters, turnout 100.00%

Yes	0	0.00%
No	2	100.00%
Total	2	100.00%

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143 precincts reported out of 143 total

Choice	Votes	Vote %
26-179 PDX Housing Bond (Vote for 1)		
804 ballots (0 over voted, 77 blank voted), 1044 registered voters, turnout 77.01%		
Yes	460	63.27%
No	267	36.73%
Total	727	100.00%
26-180 PDX MJ Tax (Vote for 1)		
804 ballots (0 over voted, 36 blank voted), 1044 registered voters, turnout 77.01%		
Yes	604	78.65%
No	164	21.35%
Total	768	100.00%
3-485 Wilsonville Rec Center Bond (Vote for 1)		
302 ballots (0 over voted, 22 blank voted), 381 registered voters, turnout 79.27%		
Yes	117	41.79%
No	163	58.21%
Total	280	100.00%
3-486 Wilsonville Prohibits MJ (Vote for 1)		
302 ballots (0 over voted, 15 blank voted), 381 registered voters, turnout 79.27%		
Yes	151	52.61%
No	136	47.39%
Total	287	100.00%
26-178 Metro Renews LOL Nature (Vote for 1)		
252855 ballots (36 over voted, 22697 blank voted), 316885 registered voters, turnout 79.79%		
Yes	163608	71.10%
No	66512	28.90%
Total	230120	100.00%
34-254 Sherwood School District Bond (Vote for 1)		
12366 ballots (2 over voted, 838 blank voted), 14670 registered voters, turnout 84.29%		
Yes	6346	55.06%
No	5180	44.94%
Total	11526	100.00%
34-248 Tigard-Tualatin School Bond (Vote for 1)		
45041 ballots (3 over voted, 2938 blank voted), 55436 registered voters, turnout 81.25%		
Yes	25460	60.48%
No	16640	39.52%
Total	42100	100.00%
5-259 Vernonia School Dist Bond (Vote for 1)		
23 ballots (0 over voted, 0 blank voted), 29 registered voters, turnout 79.31%		
Yes	10	43.48%
No	13	56.52%
Total	23	100.00%
34-269 Tualatin Soil & Water Perm Rate (Vote for 1)		
273071 ballots (25 over voted, 38830 blank voted), 341207 registered voters, turnout 80.03%		
Yes	137985	58.91%
No	96230	41.09%
Total	234215	100.00%
34-268 Washington County Fire Dist #2 Dissolution (Vote for 1)		
9488 ballots (3 over voted, 740 blank voted), 11412 registered voters, turnout 83.14%		
Yes	5486	62.73%

Statement of Votes Cast
November 8, 2016 General Election
All Precincts, All Districts, All Contests
Official Final

Page: 14
2016-11-28
11:14:15

Total Ballots Cast: 273702, Registered Voters: 341315, Overall Turnout: 80.19%
143 precincts reported out of 143 total

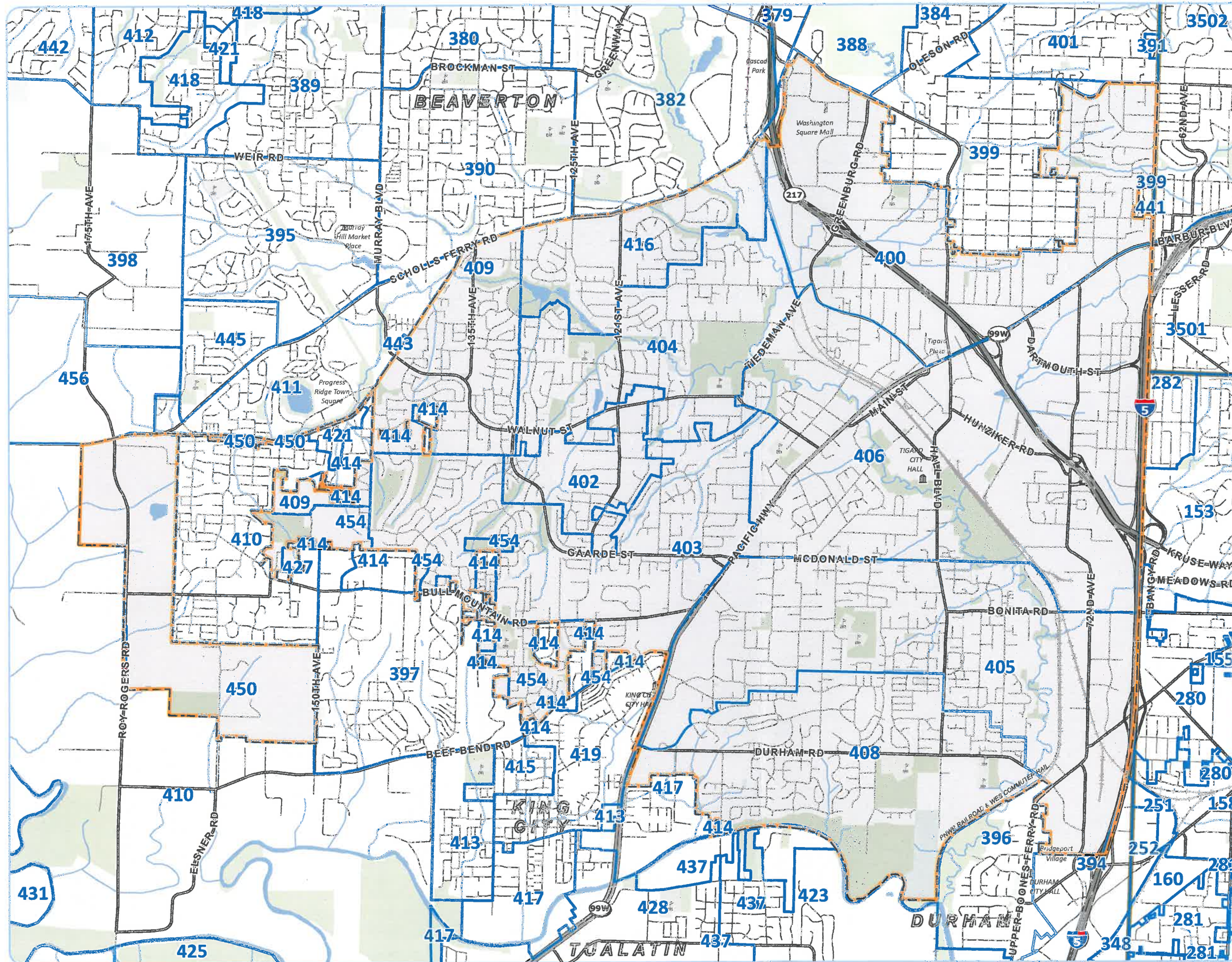
Choice	Votes	Vote %
No	3259	37.27%
Total	8745	100.00%



I, **Richard W. Hobernichts**, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, do hereby certify this to be a true and correct copy of the original.

Date: November 28, 2016

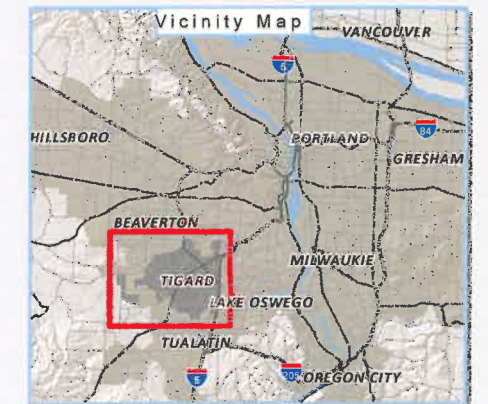
By: Richard W. Hobernichts
Director of Assessment



Voting Precincts

City of
Tigard Oregon

- Precincts
- Tigard City Boundary



TIGARD MAPS

Map Created: 5/21/2016

City of Tigard, Oregon
13125 SW Hall Blvd
Tigard, OR 97223
503 639-4171
www.tigard-or.gov



AIS-2835

4.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): 5 Minutes

Agenda Title: Appoint Budget Committee Members

Prepared For: Toby LaFrance, Finance and Information Services

Submitted By: Liz Lutz, Finance and Information Services

Item Type: Resolution

Meeting Type: Council
Business
Meeting -
Main

Public Hearing: No

Publication Date:

Information

ISSUE

Shall the City Council appoint Stephanie Veal and Rajendra Patel to three-year terms, ending December 31, 2019 and Thomas Schweizer to finish Quinton Herald's term, ending December 31, 2018, and William Ludwig as an alternate for a one-year term beginning January 1, 2017?

STAFF RECOMMENDATION / ACTION REQUEST

Approve the recommended appointments to the Budget Committee.

KEY FACTS AND INFORMATION SUMMARY

Bill Bigcraft and Don Fisher's budget committee terms expire on December 31, 2016. Additionally, Quinton Herald moved outside of the City of Tigard and had to resign from the budget committee, which opened up his position, expiring on December 31, 2018. Thomas Schweizer's position as a non-voting alternate also expires on December 31, 2016. As a result, the Appointments Advisory Committee (Mayor Cook and Councilor Snider), recently conducted interviews with several citizens who applied to become members of the budget Committee.

The Appointments Advisory Committee interviewed 8 citizen candidates. The committee is recommending the City Council appoint Stephanie Veal and Rajendra Patel to a three-year term, ending December 31, 2019. The committee also recommends Thomas Schweizer to replace Quinton Herald, whose term expires on December 31, 2018. Lastly, the committee recommends the non-voting alternate be William Ludwig for a one-year term, ending December 31, 2017.

OTHER ALTERNATIVES

Council could decide to not approve some, or all of the recommendations. This would require reopening the recruitment.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

City will maximize the effectiveness of the volunteer spirit to accomplish the greatest good for our community.

DATES OF PREVIOUS COUNCIL CONSIDERATION

NA

Attachments

Resolution

Member bio

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 16-

A RESOLUTION APPOINTING STEPHANIE VEAL, RAJENDRA PATEL AND TOM SCHWEIZER TO THE BUDGET COMMITTEE AND APPOINTING WILLIAM LUDWIG AS AN ALTERNATE MEMBER.

WHEREAS, two positions are open on the city's budget committee due to Bill Bigcraft and Don Fisher completing their established term, and Thomas Schweizer has completed his term as an alternate member;

WHEREAS, an additional position is open to fill Quinton Harold's position, ending December 31, 2018, as he moved outside of the city limits;

WHEREAS, the Mayor's Appointments Advisory Committee conducted interviews of several individuals on November 7, 2016; and

WHEREAS, the Appointments Advisory Committee has recommended that Stephanie Veal and Rajendra Patel be appointed to the city's Budget Committee. In addition, the committee has recommended that William Ludwig be appointed as an alternate member. Lastly, Thomas Schweizer has been recommended to fill Quinton Harold's vacant position.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Stephanie Veal is appointed to a three-year term on the City of Tigard's Budget Committee beginning January 1, 2017.

SECTION 2: Rajendra Patel is appointed to a three-year term on the City of Tigard's Budget Committee beginning January 1, 2017.

SECTION 2: Thomas Schweizer is appointed to the remainder of the term held by Quinton Harold on the City of Tigard's Budget Committee beginning January 1, 2017 and ending December 31, 2018.

SECTION 3: William Ludwig is appointed to a one-year term as an alternate member on the City of Tigard's Budget Committee beginning January 1, 2017.

SECTION 4: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2016.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

Budget Committee 2017 Bio

Stephanie Veal: She has lived in Tigard for 30 years. She is an accountant with local firm and is also a member of the city's Audit Committee. She loves Tigard and is eager to be more involved.

Rajendra (Raj) Patel: Raj has lived in Tigard for over 16 years. He is a CFO of a hospitality company in Wilsonville. He has volunteered in sports clubs but is eager to provide value to the Budget Committee.

Thomas (Tom) Schweizer: He has lived in Tigard for 17 years and for the past year, was the Budget Committee's alternate committee member. He is an Operations Manager for an IT company in Lake Oswego.

William (Bill) Ludwig: Bill has lived in Tigard for only 6 short months. He has an MBA and works in financial services and mortgage banking. He has been a housing-consumer advocate and is very interested in serving the community in a financial capacity.

AIS-2847

5.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): 5 Minutes

Agenda Title: Appointment of Planning Commission Members

Prepared For: Tom McGuire, Community Development

Submitted By: Doreen Laughlin, Community Development

Item Type: Resolution

Meeting Type: Council
Business
Meeting -
Main

Public Hearing: No

Publication Date:

Information

ISSUE

Shall Council reappoint Brian Feeney and appoint Aaron Fahr as voting members of the Tigard Planning Commission; and appoint Nathan Jackson as a non-voting alternate member?

STAFF RECOMMENDATION / ACTION REQUEST

Approve a resolution reappointing Brian Feeney and appointing Aaron Fahr, whose terms will expire December 31, 2020; and appoint Nathan Jackson as an alternate member, whose term will expire December 31, 2018.

KEY FACTS AND INFORMATION SUMMARY

There are two voting positions to be filled on the Tigard Planning Commission. The commission currently has two members, Brian Feeney and Matthew Muldoon, with terms due to expire December 31, 2016. Brian Feeney has served a four-year term and is eligible for reappointment; Matthew Muldoon has served two full terms and is ineligible to reapply at this time.

Brian Feeney, Aaron Fahr, and Nathan Jackson were interviewed on November 9, 2016.

Attachment 1 is a Resolution implementing these recommended appointees.

Attachment 2 has biographical information on all recommended appointees.

OTHER ALTERNATIVES

Council could decide to not approve some or all of the recommendations. This would require reopening the recruitment.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

City of Tigard Vision Task Force:

"The City will maximize the effectiveness of the volunteer spirit to accomplish the greatest good for our community."

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

Resolution

Biographical Information

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 16-

A RESOLUTION REAPPOINTING BRIAN K. FEENEY AND APPOINTING AARON K. FAHR AS VOTING MEMBERS OF THE TIGARD PLANNING COMMISSION, AND APPOINTING NATHAN C. JACKSON AS AN ALTERNATE, NON-VOTING MEMBER.

WHEREAS, there are two vacancies for voting members and one vacancy for an alternate non-voting member on the Planning Commission; and

WHEREAS, Brian K. Feeney was appointed as a Planning Commissioner in January, 2013 to serve his first full term that expires December 31, 2016 and has applied and is eligible for reappointment to the Planning Commission; and

WHEREAS, Aaron K. Fahr and Nathan C. Jackson applied for appointments to the Planning Commission; and

WHEREAS, the Mayor's Appointment Advisory Committee recommends that Council reappoint Brian K. Feeney as a voting member, and appoint Aaron K. Fahr as a voting member with both having terms that expire December 31, 2020; and

WHEREAS, the Mayor's Appointment Advisory Committee recommends that Council appoint Nathan C. Jackson as an alternate non-voting member for a term that expires December 31, 2018.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Brian K. Feeney and Aaron K. Fahr are appointed to the Planning Commission as voting members to fill terms which will expire December 31, 2020.

SECTION 2: Nathan C. Jackson is reappointed to the Planning Commission as an alternate member to fill a term which will expire December 31, 2018.

SECTION 3: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2016.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

RESOLUTION NO. 16-

Page 1

**PLANNING COMMISSION
RECOMMENDED APPOINTEES
BIOGRAPHICAL INFORMATION**

On December 13, 2016, Tigard City Council will consider a Resolution to reappoint Brian K. Feeney, and appoint Aaron K. Fahr as voting members of the Tigard Planning Commission, and to appoint Nathan C. Jackson as a non-voting alternate member.

Brian K. Feeney has been a resident of the Tigard area for seventeen years. He is the current Vice President of the Planning Commission. He is a licensed Civil Engineering Project Manager and has over 18 years of experience with multi-discipline consulting and development expertise. Brian has volunteered in the Tigard Community for the past ten years coaching youth sports for his children – having been involved with Tigard Basketball Association (TBA), Tigard Little League (TLL), and Southside Soccer (SSC). He also volunteers at his children's schools – Mary Woodward on the Site Council, and Tigard High School. He holds a Bachelor of Science Degree in Civil Engineering (BSCE) from Portland State University.

Aaron K. Fahr recently relocated to the City of Tigard in March 2016. Growing up in southern Oregon, he has spent the last four years in the San Francisco Bay Area. Aaron has focused his career in the public accounting sector for over seventeen years and is currently employed as a Tax Director by Andersen Tax. He holds a Bachelor of Science in Accounting and a Master's Degree in Taxation from the University of Utah, and is a licensed CPA. Aaron also serves as a current member of the Tigard Audit Committee.

Nathan C. Jackson has lived in Tigard for seven years. He holds a Bachelor of Arts Degree in Philosophy, Economics, and Classical Studies from Willamette University. Nathan has worked as a software quality assurance analyst at Greater Giving – formerly Auctionpay – for eight years. In addition to playing music with local groups and participating in occasional volunteer projects, Nathan looks forward to expanding his service to the community as an alternate member of the Planning Commission.

AIS-2789

6.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): 45 Minutes

Agenda Title: Public Hearing for Tigard Triangle Urban Renewal Plan

Prepared For: Susan Shanks

Submitted By: Susan Shanks,
Community Development

Item Type: Ordinance
Public Hearing -
Informational

Meeting Type: Council
Business Meeting -
Main

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Should the city adopt the Tigard Triangle Urban Renewal Plan and prepare a Ballot Title for the May 2017 election?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends that City Council:

1. Review and discuss the proposed Tigard Triangle Urban Renewal Plan (Plan)
2. Take testimony on the Plan
3. Vote to adopt the Plan by non-emergency Ordinance
4. Direct staff to prepare a Ballot Title for the May 2017 election pursuant to the City of Tigard Charter that requires voter approval for use of tax increment financing in an urban renewal plan

KEY FACTS AND INFORMATION SUMMARY

Background

The long range land use vision for the Tigard Triangle is outlined in the Tigard Comprehensive Plan and further defined in the recently completed Tigard Triangle Strategic Plan (TT Strategic Plan). The latter was developed with extensive public engagement and technical analysis in 2015. The TT Strategic Plan describes the desired scale and design of development and the need for pedestrian-oriented public spaces and certain kinds of uses,

such as housing and neighborhood-scale goods and services. It also identifies barriers to development and various implementation strategies.

Urban renewal is listed as one such strategy since, as a source of funding, it has the ability to remove barriers to development and build projects that implement the vision. As a result, the overall purpose of the Tigard Triangle Urban Renewal Plan (Plan) is to utilize tax increment financing (TIF) to support the transformation of the Triangle into an active, urban, multimodal and mixed-use district that is:

- Attractive to new residents and businesses,
- Connected to the city and the region, and
- Built around its distinguishing natural features.

The preparation of the Plan and Accompanying Report included input from a Citizen Advisory Council and a Technical Advisory Committee on the urban renewal area boundary, goals and objectives, projects, time frame, and maximum indebtedness. The public, affected taxing districts, and the Tigard Planning Commission had the opportunity to review and comment on the Plan.

This report contains the following attachments for Council's review and consideration:

1. Ordinance
 - A. Tigard Triangle Urban Renewal Plan (Exhibit A)
 - B. Report Accompanying the Urban Renewal Plan (Exhibit B)
 - C. Planning Commission Recommendation (Exhibit C)
2. Citizen Advisory Council Meeting Summary (Oct 24, 2016)
3. Tualatin Valley Fire and Rescue Letter (Nov 21, 2016)

Plan Summary

The purpose of urban renewal is to improve specific areas of a city that are poorly developed, underdeveloped, and/or lacking in public infrastructure and amenities. All of these conditions are present in the Plan Area. The Plan proposes to remedy these problems by improving the area's transportation and utility infrastructure since these kinds of improvements can unlock an area's development potential. It also proposes to fund projects that will spur private investment that would otherwise not happen under normal market conditions. The Plan also includes projects for creating more public gathering and walking places to realize the community's vision for this area to become a more walkable and complete community with open spaces, trails, and parks.

The Plan Area consists of approximately 547.9 total acres: 383.04 acres of land in tax lots and 165.16 acres of public rights-of-way. The proposed maximum indebtedness, the limit on the amount of funds that may be spent on administration, projects and programs in the Plan Area is \$188,000,000. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency. It is anticipated that the Plan will take 35 years of tax increment collections to implement. There is a proposed financing plan in the Report that shows that the Plan is financially feasible. It is understood that the city's urban renewal agency may make

changes to the financing plan, as provided by statute and the Plan, as needs and opportunities arise, typically during the annual budgeting process.

Plan Approval Process

The process for development and approval of the Plan has included the following steps in accordance with Oregon Revised Statutes (ORS) Chapter 457 and the Tigard City Charter.

1. The Plan was developed with input from a Citizen Advisory Council and a Technical Advisory Committee, each of which met four times. The Plan was also presented at an Open House on October 20, 2016, and there was opportunity for public input at both Planning Commission and City Council hearings.
2. The Tigard City Center Development Agency met on October 4, 2016 and voted unanimously to formally initiate the public review process for the Plan and Accompanying Report.
3. All affected taxing districts were sent a formal consult and confer letter with the Plan and Accompanying Report on October 5, 2016.
4. City staff briefed the County Commissioners on the Plan and Accompanying Report on October 18, 2016.
5. The Planning Commission held a hearing on November 14, 2016 and found that the Plan conformed to the Tigard Comprehensive Plan and voted unanimously to recommend that the Tigard City Council adopt the Plan and Accompanying Report.
6. A notice containing information about the December 13, 2016 City Council hearing on the Plan was mailed to all Tigard registered voters on or before November 29, 2016. Notice was also placed on the City of Tigard website.
7. The City Council held a hearing on December 13, 2016 and considered adoption of the Plan and Accompanying Report by a non-emergency Ordinance.
8. Vote by Tigard voters is currently anticipated to occur on May 16, 2017.

Ordinance Adopting the Plan

The Ordinance adopting the Plan requires the City Council to make certain findings, which are listed in Section 1 of the Ordinance. These findings are based on various documents and events, the bases for which are described below.

1. The process for the adoption of the proposed Plan, a copy of which is attached hereto as Exhibit A, and by this reference incorporated herein, has been conducted in accordance with the provisions of ORS Chapter 457;

As described above, the city followed the procedures outlined by ORS 457.

2. The area designated in the Plan as the Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in Section II of the Accompanying Report, a copy of which is attached hereto as Exhibit B, including inadequate sidewalks, open spaces and utilities, and a prevalence of depreciated values resulting from underdevelopment and underutilization of property within the Area;

This is the basic justification for the Plan, and the Council's finding is meant to make that justification explicit.

3. The rehabilitation and redevelopment described in the Plan to be undertaken by the city's urban renewal agency is necessary to protect the public health, safety and welfare of the city because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenue to support city services and will fail to develop and/or redevelop according to the goals of the Tigard Comprehensive Plan;

This finding states the public purpose for the Plan, which is for the property in the Area to develop and redevelop according to the Tigard Comprehensive Plan. Property which is not developed or not fully developed and occupied does not contribute as much property tax revenue as fully developed property. The improvement of property in the Area will add to the tax base in the Area and further support additional economic activity in the Area.

4. The Plan conforms to the Tigard Comprehensive Plan as a whole, and provides an outline for accomplishing the projects described in the Plan, as more fully described in Chapter X of the Plan;

This finding is supported by Chapter X of the Plan, and the Planning Commission's conclusion that the Plan conforms to the Tigard Comprehensive Plan, a copy of which is attached hereto as Exhibit C.

5. In connection with any residential displacement occurring as a result of the acquisition and disposition of land, provision has been made for displaced persons in the Relocation Section of the Accompanying Report as required under applicable state and federal law;

The Plan does not contemplate acquisition of property that would displace residents or businesses. Should the Plan be amended to include such acquisition, the city's urban renewal agency would be obligated to provide relocation assistance.

6. The acquisition of real property provided for in the Plan is necessary for the development of infrastructure improvements (including parking improvements) and public spaces, and for assisting in private redevelopment of the Area;

The Plan authorizes acquisition of real property for infrastructure improvements. No property is specifically identified for acquisition.

7. Adoption and carrying out the Plan is economically sound and feasible in that funds are

available to complete the Plan projects using urban renewal tax increment revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440, and other available funding as shown in Sections V, VI, VII, and VIII of the Accompanying Report;

The Accompanying Report contains information on the projected revenues and projected expenditures under the Plan and supports a finding that the Plan is economically sound and feasible.

8. The City of Tigard shall assume and complete activities prescribed to it by the Plan;

The Plan does not prescribe any specific activities to the city.

9. The city's urban renewal agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council.

The city's urban renewal agency sent a copy of the Plan and Accompanying Report to all affected overlapping taxing districts on October 5, 2016. These taxing districts included the City of Tigard, Tigard Tualatin School District, Northwest Regional Education Service District, Portland Community College, Port of Portland, Tualatin Valley Fire & Rescue, Metro, Washington County, and the Tigard Tualatin Aquatic District. The letter included an invitation to provide comments in writing on the Plan and Accompanying Report. As of the writing of this report, Tualatin Valley Fire & Rescue is the only taxing district to provide written comments on the Plan, a copy of which is attached hereto as Attachment 3. Six of the nine taxing districts had a representative on the Technical Advisory Committee.

The Ordinance also calls for publication of a notice that City Council has adopted the Ordinance, for the recording of the Plan by the Washington County Clerk, and for transmitting the Plan to the Washington County Assessor once approved by voters.

OTHER ALTERNATIVES

Council has four decision-making options:

1. Adopt the Tigard Triangle Urban Renewal Plan as currently proposed;
2. Adopt the Tigard Triangle Urban Renewal Plan with minor revisions read into the record;
3. Direct staff to make substantial changes to the Tigard Triangle Urban Renewal Plan and continue the public hearing to December 20 or later for final review and approval; or
4. Do not adopt the Tigard Triangle Urban Renewal Plan. This would result in the city failing to complete one of the tasks required by its intergovernmental agreement with Metro for grant funds and would also result in abandoning other aspects of this project, i.e. the urban renewal educational campaign.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

City Strategic Plan Goal 1 - Facilitate walking connections to develop an identity

City Strategic Plan Goal 2 - Ensure development advances the vision

City Council Goal 3 - Adopt and begin Implementation of Tigard Triangle Strategic Plan (TTSP)

DATES OF PREVIOUS CONSIDERATION

2015

- Staff completed the Tigard Triangle Strategic Plan (TTSP) - March
- Council directed staff to submit a CPDG application to Metro for funds to implement the TTSP - June

2016

- Council directed staff to enter into an IGA with Metro for CPDG funds - February
- Council awarded a contract to MIG Inc. to implement the TTSP - March
- Council approved the formation/membership of a Citizen Advisory Council (CAC) for the Plan - April
- Council appointed an additional CAC member - August
- Staff briefed Council and Planning Commission on the Plan - September
- CCDA initiated public review of the Plan – October

Fiscal Impact

Cost: \$47,469,708

Budgeted (yes or no): No

Where Budgeted (department/program): NA

Additional Fiscal Notes:

The estimated impact to the city's general fund in foregone revenue is \$47,469,708 between the years 2019 and 2053.

Attachments

ATT 1 - Ordinance & Exhibits

ATT 2 - CAC Meeting Summary

ATT 3 - TVFR Comments

**CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 16-**

**AN ORDINANCE MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO
AND APPROVING THE TIGARD TRIANGLE URBAN RENEWAL PLAN AND DIRECTING
THAT NOTICE OF APPROVAL BE PUBLISHED**

WHEREAS, the Tigard City Center Development Agency (the “Agency”), as the duly authorized and acting urban renewal agency of the City of Tigard, Oregon, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Tigard Triangle Urban Renewal Plan attached hereto as Exhibit A (the “Plan”). The Plan authorizes certain urban renewal activities within the Tigard Triangle Urban Renewal Area (the “Area”); and

WHEREAS, the Agency has caused the preparation of a certain Urban Renewal Report dated December 13, 2016, attached hereto as Exhibit B (the “Report”) to accompany the Plan as required under ORS 457.085(3); and

WHEREAS, the Agency forwarded the Plan and Report to the City’s Planning Commission (the “Commission”) for review and recommendation. The Commission considered the Plan and Report on November 14, 2016 and made a recommendation that the Plan conformed with the Tigard Comprehensive Plan, attached hereto as Exhibit C (the “Planning Commission Recommendation”); and

WHEREAS, on October 18, 2016, representatives of the City met with the Washington County Board of Commissioners to review the Plan, including proposed maximum indebtedness for the Plan; and

WHEREAS, the Plan and the Report were forwarded on October 5, 2016 to the governing body of each taxing district affected by the Plan, and the Agency has therefore consulted and conferred with each taxing district; and

WHEREAS, the Tigard City Council (the “City Council”) received a written recommendation from Tualatin Valley Fire and Rescue accepting a city-proposed change to the Plan to limit Plan duration as provided for in Section VIII (D) of the Plan and to require taxing district concurrence for certain kinds of Plan amendments as provided for in Section IX (B) of the Plan; and

WHEREAS, on November 29, 2016 the City caused notice of the hearing to be held before the Council on the Plan, including the required statements of ORS 457.120(3), to be mailed to all electors in the City; and

WHEREAS, on December 13, 2016 the City Council held a public hearing to review and consider the Plan, the Report, the Planning Commission Recommendation, and the public testimony received on or before that date and to receive additional public testimony; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Plan.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

ORDINANCE No. 16-

SECTION 1: The Plan complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report, the Planning Commission Recommendation, and the public testimony before the City Council:

1. The process for the adoption of the Plan, has been conducted in accordance with the provisions of Chapter 457 of the Oregon Revised Statutes;
2. The area designated in the Plan as the Tigard Triangle Urban Renewal Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in the Report in the Section “Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services,” including the existence of inadequate streets and other rights-of-way, open spaces, and utilities and underdevelopment of property within the Area (ORS 457.010(1)(e) and (g));
3. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according to the goals of the City’s Comprehensive Plan;
4. The Plan conforms to the Tigard Comprehensive Plan and documented ancillary documents and provides an outline for accomplishing the projects described in the Plan, as more fully described in the Plan and in the Planning Commission Recommendation;
5. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan and therefore the Plan does not include provisions to house displaced persons;
6. The acquisition of real property provided in the Plan is necessary for the development of transportation-related infrastructure improvements in the Area and for the development of public spaces because the Agency does not own all the real property interests (e.g., rights-of-way, easements, fee ownership, etc.) that will be required to undertake and complete these projects as described in Chapter IV of the Plan and Section V of the Report;
7. Adoption and carrying out the Plan is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in the Section “Financial Analysis of the Plan” of the Report;
8. The City shall assume and complete any activities prescribed it by the Plan; and
9. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council.

SECTION 2: The Tigard Urban Renewal Plan is hereby approved based upon review and consideration by the Tigard City Council of the Plan and Report, the Tigard Planning Commission Recommendation, each of which is hereby accepted, and the public testimony in the record.

SECTION 3: The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

SECTION 4: The Agency shall thereafter cause a copy of the Plan to be recorded in the Records of Washington County, Oregon.

SECTION 5: The City Manager, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Plan, including the provisions of ORS 457.135, in the Tigard Times no later than four days following adoption of this Ordinance.

SECTION 6: This ordinance shall be effective upon certification by the County Elections Official that it has received voter approval at an election conducted on May 16, 2017.

PASSED: By _____ vote of all council members present after being read by number and title only, this _____ day of _____, 2016.

Carol A. Krager, City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2016.

John L. Cook, Mayor

Approved as to form:

City Attorney

Date

Tigard Triangle Urban Renewal Plan

Adopted by the City of Tigard

December 13, 2016

Ordinance No. 16 - _____

Approved by Voters

[Date]

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

LIST OF PARTICIPANTS

Mayor	John L. Cook
City Council	Jason Snider, Council President John Goodhouse Marland Henderson Marc Woodward
Planning Commission:	Calista Fitzgerald, President Brian Feeney, Vice President Michael Enloe, Alternate Y-Kang Hu Gary Jelinek Bret Lieuallen Brian McDowell Chris Middaugh Matthew Muldoon Tom Mooney, Alternate Don Schmidt
City Manager	Marty Wine
City Attorney (Jordan Ramis PC)	Dan Olsen and Shelby Rihala
Community Development Director	Kenny Asher
Finance Director	Toby LaFrance
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I. DEFINITIONS

“Agency” means the Tigard Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan. In Tigard, the Agency is the City Center Development Agency (CCDA).

“Area” means the properties and rights-of-way located with the Tigard Triangle urban renewal boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“Board of Commissioners” means the Washington County Board of Commissioners.

“City” means the City of Tigard, Oregon.

“City Council” or “Council” means the Tigard City Council.

“Comprehensive Plan” means the City of Tigard comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Washington County, Oregon.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the Tigard Planning Commission.

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

“Tigard Park System Master Plan” means the Park System Master Plan adopted by the Tigard City Council.

“Tigard Transportation System Plan (TSP)” means the Transportation System Plan adopted by the Tigard City Council.

II. INTRODUCTION

The Tigard Triangle Urban Renewal Plan (Plan) was developed for the Tigard City Council (City Council) with cooperative input from a Citizen Advisory Council (CAC) and Technical Advisory Committee (TAC) that were formed for this purpose. The Plan also includes input from the community received at a public open house and several public meetings and hearings before the Planning Commission, City Council, and Washington County Board of Commissioners. Pursuant to the Tigard City Charter, this Plan will go into effect when it has been adopted by City Council and approved by Tigard voters at a public election.

A. Plan Overview

The Tigard Triangle is located in the northeast corner of the city. Its triangular shape is the result of the three state highways that surround it, namely OR 99W, OR 217, and Interstate 5. The long range land use and development vision for the Tigard Triangle is outlined in the Tigard Comprehensive Plan and further defined in the recently completed Tigard Triangle Strategic Plan (TT Strategic Plan). The latter was developed with extensive public engagement and technical analysis in 2015.

The TT Strategic Plan generally describes the desired scale and design of development for the Area. It also specifically identifies the need for pedestrian amenities, multimodal transportation improvements, public spaces, and certain kinds of uses, such as housing and neighborhood-scale goods and services. Additionally, the TT Strategic Plan identifies barriers to development and how they might be overcome through specific regulatory actions, public-private partnerships, and investment strategies. Urban renewal is listed as one such strategy because it has the ability to remove barriers to development and build projects that implement the vision by utilizing tax increment financing (TIF) as a source of funding.

The purpose of this Plan, therefore, is to implement the land use and development vision for the Area and support its transformation into an active, urban, multimodal, and mixed-use district that is:

- Attractive to new residents and businesses,
- Connected to the city and the region, and
- Built around its distinguishing natural features.

The Plan Area, shown in Figure 1, consists of approximately 547.9 total acres: 383.04 acres of land in tax lots and 164.86 acres of public rights-of-way. It is anticipated that the Plan will take 35 years of tax increment collections to implement. The maximum amount of indebtedness (amount of TIF for projects and programs) that may be issued for the Plan is \$188,000,000 (one hundred eighty-eight million dollars.)

Detailed goals and objectives developed by the community for this Plan are intended to guide TIF investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend funds generated by TIF. The Plan is to be administered by the city's Urban Renewal Agency, which is currently the Tigard City Center Development Agency. Substantial amendments to the Plan must be approved by City Council as outlined in

Section IX. All amendments to the Plan are to be listed numerically in this section of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

In summary, the Plan is designed to implement the goals and policies of the Tigard Comprehensive Plan and the vision of the TT Strategic Plan; advance the city's mission to become the most walkable city in the Pacific Northwest; and, support the area's designation as a regional Town Center.

B. Urban Renewal Overview

Urban renewal allows for the use of TIF, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues—the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established—are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Tigard Triangle meets the definition of blight due to its infrastructure deficiencies and number of vacant and underdeveloped lots. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying Urban Renewal Report (Report).

The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

III. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve each goal. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section X, and were developed with input from the CAC and TAC. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not listed in any order of importance or priority.

Goal 1 – Encourage meaningful involvement by citizens, interested parties, and affected agencies throughout the life of the urban renewal district to ensure that it reflects the community’s values and priorities.

Objectives:

1. Invite citizens both within and outside of the boundaries of the Area, interested parties, and affected agencies to participate on urban renewal advisory committees and task forces.
2. Invite public comment at all Agency meetings.
3. Hold a public vote as required by the City Charter to use tax increment financing as a method of funding projects in the Area.

Goal 2 – Provide a safe and effective multimodal transportation network that provides access to, from, and within the Area and supports mixed-use and pedestrian-oriented development.

Objectives:

1. Develop comfortable, interesting, and attractive streetscapes—especially along designated pedestrian streets—that build upon the Area’s existing assets, improve the pedestrian experience, and support a variety of commercial and social activities, e.g. cafe seating, outdoor displays, etc.
2. Create more connections within the Area by building new streets and trails so that people of all ages and abilities can enjoy healthy and interconnected lives.
3. Create more access points into and out of the Area by building new overpasses and/or undercrossings and modifying existing intersections and/or interchanges so that the Area is more connected to downtown Tigard, Portland Community College, and other neighboring areas and businesses.
4. Provide transportation choices for all modes of travel, as appropriate, and on-street parking and vegetative stormwater facilities, where feasible, when building new streets and extending and/or modifying existing streets, including but not limited to the following:
 - a. Shared bicycle and vehicle travel lanes along low volume streets.
 - b. Separate bicycle and vehicle travel lanes along high volume streets.
 - c. Sidewalks and pedestrian crossings that connect to transit (e.g. bus) stops.

5. Allow transitional street improvements (i.e. temporary or partial improvements) that further the Area's transportation goals and objectives and support small, incremental development when construction of all permanent street elements is not practicable at the time of development.
6. Provide a reliable transportation system that effectively manages vehicle congestion and safely moves people, goods, and services to, from, and through the Area, with special consideration for the following:
 - a. Pedestrian crossings of high volume streets.
 - b. Freight trucks to, from, and through the Area.
 - c. Transit service (e.g. buses) to, from, and through the Area.
7. Build a multi-use trail for pedestrians and bicyclists along Red Rock Creek that provides an off-street east-west connection parallel to Highway 99W and facilitates the transformation of this natural corridor into a greenway. Identify and build other off-street multi-use trails and connections as opportunities arise.
8. Develop and implement a parking management plan for the Area that supports economic development efforts, the desired land use pattern, and a balanced transportation system, including but not limited to public-private partnerships, public parking facilities, and parking enforcement.
9. Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.

Goal 3 – Provide public utility improvements to support desired development.

Objectives:

1. Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek. Build regional stormwater facilities where practicable.
2. Extend the public sewer system to areas served by private septic systems.
3. Permanently fix compromised sewer lines in Red Rock Creek.
4. Ensure new water mains are constructed as needed and coordinate replacement of existing water mains.
5. Encourage sustainable utility and energy usage practices.

Goal 4 – Create a clear identity for the Area as a fun and diverse place to live, work, shop, eat, and play by building upon existing unique and desirable features.

Objectives:

1. Build public facilities that support the Area's identity as a mixed-use, multimodal, and pedestrian-oriented district, including but not limited to parks, plazas, public restrooms, recreational facilities, and non-vehicular infrastructure, e.g. bike racks, bike lockers, pedestrian shelters, and wayfinding signage.
2. Use parks, trails, stormwater facilities, and existing natural features—such as wetlands, creeks, trees/tree groves, and view corridors—to create focal points that reinforce the Area's identity as a unique and special place.

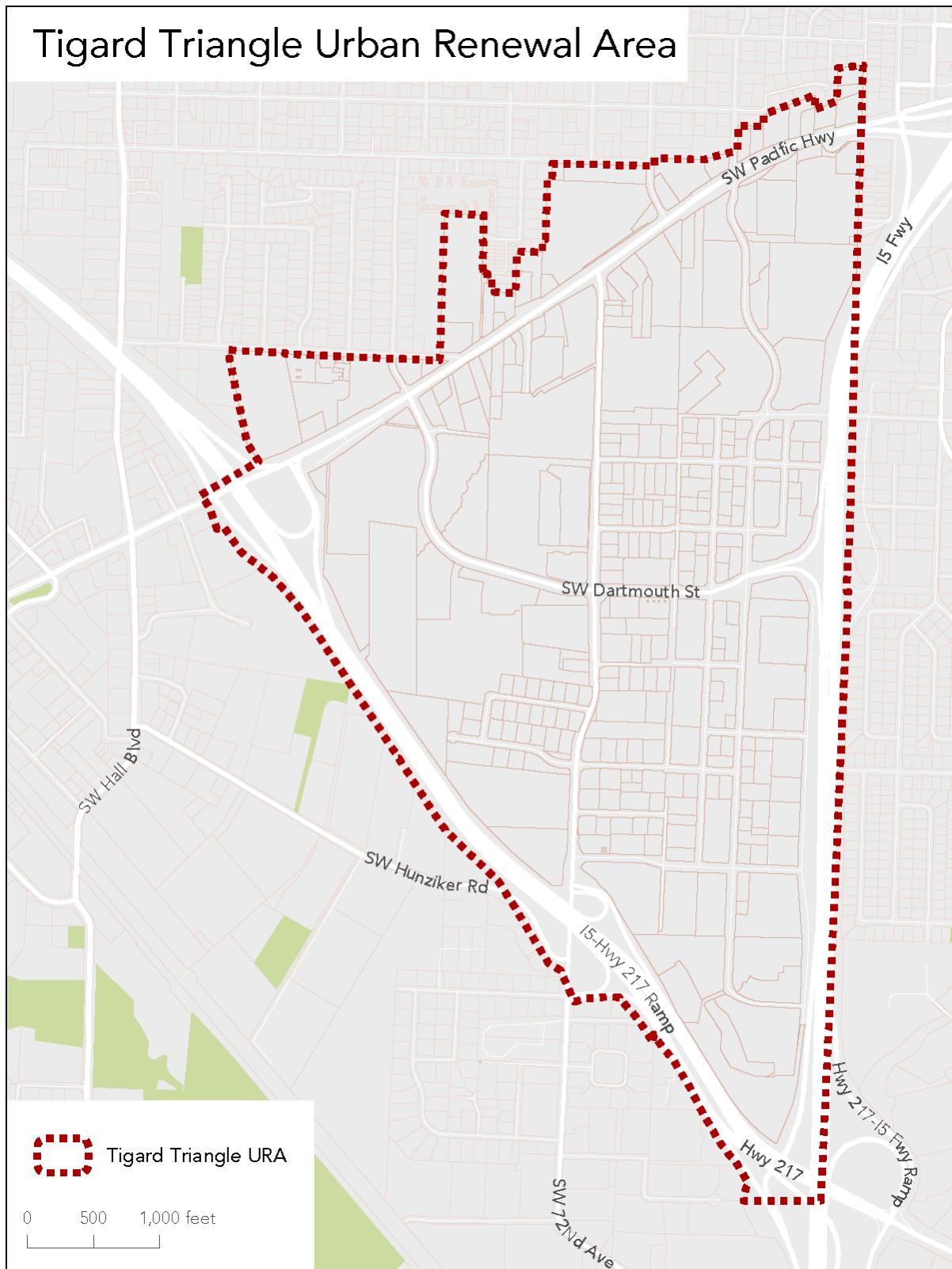
3. Apply distinctive and consistent sign, art, gateway, and streetscape treatments to visually distinguish the Area from surrounding areas.
4. Relocate or underground existing utilities as practicable to provide a more aesthetically pleasing pedestrian environment.

Goal 5 – Provide financial and technical assistance to new and existing businesses and housing developments that contribute to the Area’s diversity and vitality and help it transform into a mixed-use and pedestrian-oriented district.

Objectives:

1. Support new and existing businesses by providing a variety of financial and technical assistance programs that increase the diversity of goods and services available in the Area and/or contribute to the Area’s liveliness and upkeep, including but not limited to façade improvement grants, streetscape improvements, site preparation, permit fee assistance, private utility extensions/upgrades, and business development incentives.
2. Form public-private partnerships and use public investment in infrastructure and public spaces/facilities to spur private development.
3. Support the development of mixed-use buildings that provide a variety of housing types and storefront spaces for a range of community and commercial needs.
4. Assist in the development of affordable and workforce housing.
5. Assemble parcels to enhance development opportunities.
6. Encourage low impact and environmentally sustainable building practices wherever practicable.

Figure 1 – Tigard Triangle Urban Renewal Plan Area Boundary



Source: ECONorthwest

IV. URBAN RENEWAL PROJECT CATEGORIES

As an outcome of the goals described in the previous section, the projects within the Area fall into the following categories:

- Transportation (Goal 2)
- Public Utilities (Goal 3)
- Public Spaces, Facilities, and Installations (Goal 4)
- Re/Development Assistance and Partnerships (Goal 5)
- Finance Fees and Plan Administration

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below.

A. Transportation

The following transportation projects are intended to provide a safe and effective multimodal transportation network in the Area that supports mixed-use and pedestrian-oriented development through improved internal connectivity, external access, and mobility; a variety of travel options; comfortable, interesting, and attractive streetscapes; and, well-managed parking options.

Table 1 – Transportation Projects

Project Number	Project Type	Project Description
1	New Hwy 217 Overpass (Beveland)	Extend Beveland Rd south over Hwy 217 to Hunziker Rd/Wall St area with car, ped, and bike facilities.
2	New Street (74th Ave)	Extend 74th Ave south from 99W to Hermoso Way or Beveland Rd.
3	New Street (Atlanta)	Extend Atlanta St west from 69th Ave to Dartmouth St or future 74th Ave.
4	New Hwy I-5 Overpass (Beveland)	Provide ped/bike bridge across Hwy I-5 from Beveland Rd to Southwood Dr.
5	New Hwy I-5 Overpass (Red Rock Creek)	Provide ped/bike bridge across Hwy I-5 between the Triangle and PCC Sylvania around location of Red Rock Creek.
6	Modified Intersection (Atlanta/68th)	Install traffic signal and turn lanes where needed at Atlanta St/68th Ave intersection.

Project Number	Project Type	Project Description
7	Modified Intersection (99W/68th)	Add protected left turn and transit improvements on 68th Pkwy at 99W.
8	Modified Streets	Develop comfortable, interesting, and attractive streetscapes throughout the Area, especially along designated pedestrian streets.
9	New Trail (Red Rock Creek)	Build a new trail along Red Rock Creek parallel to and south of 99W.
10	New Streets	Improve connectivity, circulation, and access throughout the Area with new or extended local streets.
11	Modified Street (72nd Ave)	TBD. Improve 72nd Ave corridor, including intersections/interchanges. Dependent on 72nd Ave Corridor Study recommendations.
12	Modified Street (99W)	Implement access management strategies and median projects in Hwy 99W Plan, including additional pedestrian crossing locations.
13	Modified Interchange (99W/Hwy 217)	Add second left turn lane on Hwy 217 northbound ramp to 99W.
14	Modified Signals	Upgrade signals throughout the Area with adaptive signal coordination technology.
15	Parking Management Plan	Develop a plan and implement strategies for managing parking.
16	Transportation Study	Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.

B. Public Utilities

The following public utility projects are intended to address infrastructure deficiencies in the Area. This list includes the development of a stormwater master plan for the Area and a greenway plan for Red Rock Creek that addresses stormwater, sewer, and recreational needs. It also includes construction of new stormwater facilities, repair of existing sewer lines, and extension or enlargement of existing water and sewer lines as needed to support desired development.

Table 2 – Public Utility Projects

Project Number	Project Type	Project Description
1	Stormwater/Sewer	Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek that addresses stormwater, sewer, and recreational needs.
2	Stormwater	Construct approximately three regional stormwater facilities to meet new DEQ regulations for water quantity management.
3	Sewer	Extend public sewer system to areas served by private septic systems.
4	Stormwater/Sewer	Permanently fix compromised sewer lines in Red Rock Creek and restore creek channel and riparian buffer.
5	Water	Install new water mains as needed.

C. Public Spaces, Facilities, and Installations

Projects within this category are intended to support the Area’s new identity as a fun and diverse place to live and visit by building upon existing unique and desirable features. When considering whether to fund a specific project within this category, the Agency shall evaluate how it meets the goals and objectives of this Plan and whether it will encourage private investment in the Area and increase assessed value over time. The Agency shall also take the city’s level of service standards for parks into consideration where applicable. Level of service standards are contained in the Tigard Park System Master Plan.

Projects may include, but are not limited to, the following:

- Parks, such as splash pads, nature play areas, skate parks, pocket parks, linear parks, and neighborhood parks
- Greenways, such as along Red Rock Creek
- Recreational facilities, such as those that serve the immediate needs of Area residents
- Plazas
- Public restrooms
- Public art
- Wayfinding
- Gateway installations
- District signage

As part of its evaluation, the Agency should consider consulting with the private development community to identify the kinds of amenities that would catalyze private sector development, particularly housing and mixed-use development.

D. Re/Development Assistance and Partnerships

Projects within this category are intended to contribute to the Area's diversity and vitality by providing assistance to new and existing businesses and housing developments. Projects include, but are not limited to, the following:

- Façade improvement grants/loans
- Streetscape improvements
- Technical, code, and/or fee assistance
- Site assembly
- Site clean-up/preparation
- Site acquisition
- Partnerships that facilitate housing and mixed use developments

E. Finance Fees and Plan Administration

This category allows for repayment of costs associated with implementation of the Plan, including but not limited to ongoing administration and financing costs associated with issuing long- and short-term debt, relocation costs, and other administrative costs.

VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section IX. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

VIII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax increment financing and maximum indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$188,000,000 (one hundred and eighty-eight million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

C. Plan Evaluation

During the fifteenth (15th) year of the Plan, the Agency shall undertake a financial analysis of the Plan, including updated projections for tax increment finance revenues, and evaluate the ability of the Plan to achieve its maximum indebtedness by the anticipated expiration date in fiscal year 2052-53. The Agency shall consult and confer with affected taxing districts regarding the results of this financial update and will consider revenue sharing if revenues are exceeding projections.

D. Plan Duration

The Agency intends that it not collect tax increment revenues for the Area after FYE 2053. The Agency shall not initiate any urban renewal projects in the Area unless the Agency reasonably projects it will be able to pay for those projects from the proceeds of indebtedness issued on or before FYE 2053, and from other funds available to the Agency. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2053, and the Agency shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Agency reasonably projects it will receive on or before FYE 2053. The Agency may issue refunding indebtedness that matures after FYE 2053, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

IX. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Tigard, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:¹

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. Amendments Requiring Concurrence

Amendments requiring written concurrence of taxing districts imposing at least 75% of the amount of taxes imposed under permanent rate limits in the urban renewal area are amendments that:

1. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

Increasing the maximum indebtedness is also a substantial amendment, as defined above and must also meet the requirements of Section IX (A) of this Plan.

2. Extend the duration provision as defined in Section VIII (D) of the Plan.

In addition to obtaining concurrence, extending the duration of the Plan requires approval of the Agency and City Council by resolution.

C. Minor Amendments

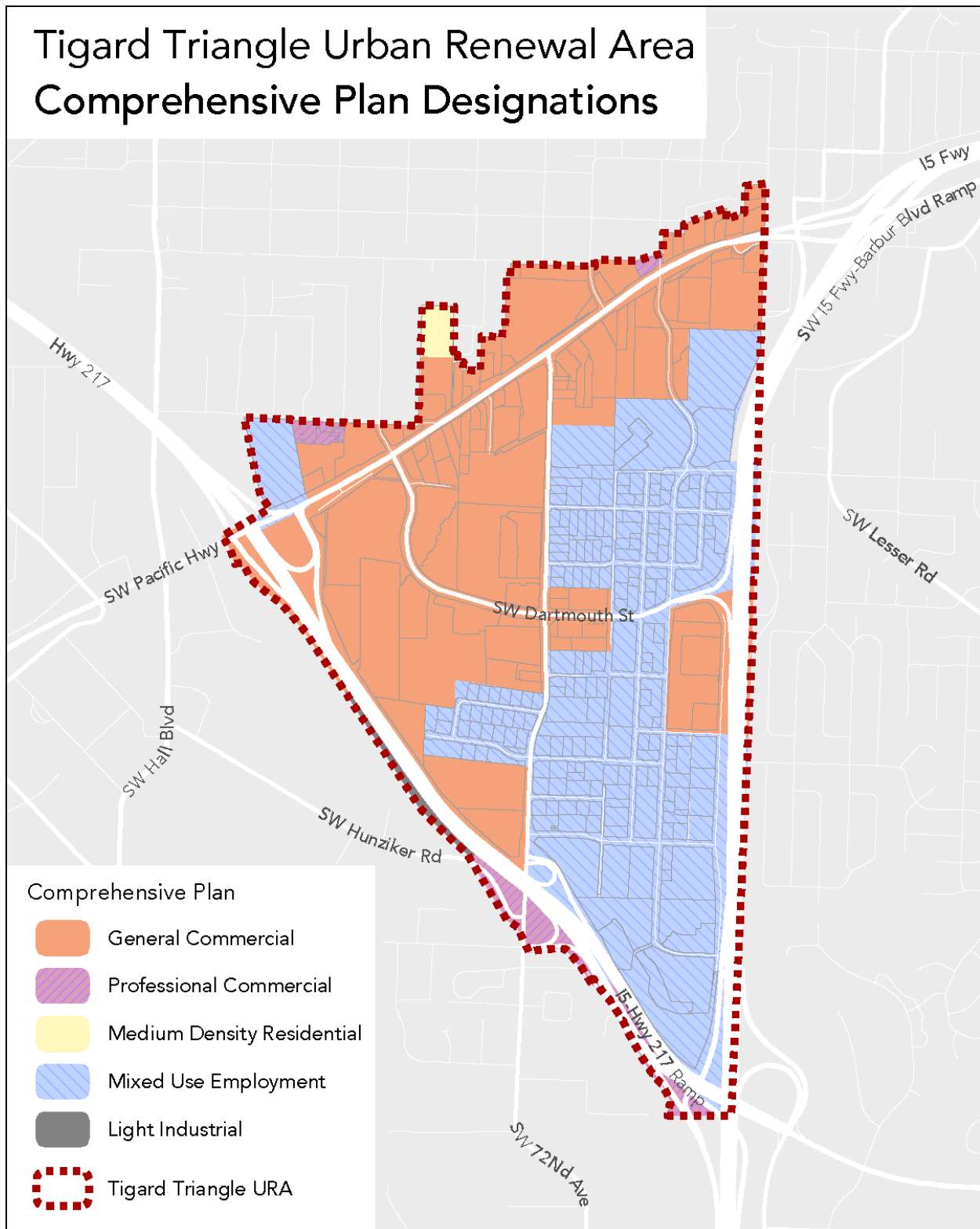
Minor Amendments are amendments that are not Substantial Amendments as defined in ORS 457 or Amendments Requiring Concurrence as defined in this Plan. Minor Amendments require approval of the Agency by resolution.

¹ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

D. Amendments to the Tigard Comprehensive Plan and/or Tigard Community Development Code.

Amendments to the Tigard Comprehensive Plan and/or Tigard Community Development Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council.

Figure 2 – Comprehensive Plan Designations



Source: ECONorthwest

X. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Tigard Comprehensive Plan, Tigard Community Development Code Chapter 18.500 Zoning Districts, Tigard Transportation System Plan, and Tigard Park System Master Plan. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Tigard Community Development Code.

A. *Tigard Comprehensive Plan*

Citizen Involvement

Goal 1.1: Provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process.

Policies:

- 3. The City shall establish special citizen advisory boards and committees to provide input to the City Council, Planning Commission, and City staff.*
- 4. The City shall provide staff and financial support to the Committee for Citizen Involvement and any other appointed board or committee.*
- 5. The opportunities for citizen involvement provided by the City shall be appropriate to the scale of the planning effort and shall involve a broad cross-section of the community.*

Goal 1.2 Ensure all citizens have access to:

- A) opportunities to communicate directly to the City; and*
- B) information on issues in an understandable form.*

Policies:

- 1. The City shall ensure pertinent information is readily accessible to the community and presented in such a manner that even technical information is easy to understand.*
- 2. The City shall utilize such communication methods as mailings, posters, newsletters, the internet, and any other available media to promote citizen involvement and continue to evaluate the effectiveness of methods used.*
- 3. The City shall work to maximize citizen involvement through education and accessibility.*
- 4. The City shall ensure citizens receive a timely response from policy-makers regarding recommendations made through the citizen involvement program.*

5. *The City shall seek citizen participation and input through collaboration with community organizations, interest groups, and individuals in addition to City sponsored boards and committees.*
6. *The City shall provide opportunities for citizens to communicate to Council, boards and commissions, and staff regarding issues that concern them.*

The Plan conforms to Citizen Involvement Goals 1.1 and 1.2, as a Citizen Advisory Council (CAC) was formed to help develop the Plan. The CAC included representatives from neighborhood organizations, the business and development community, and standing city advisory committees on land use, transportation, etc. They met four times to review the boundary, goals and objectives, finances, and draft Plan and Report. There was also an open house where citizens were given information on the proposed Plan and public meetings and hearings before the Planning Commission and City Council where citizens had the opportunity to comment on the proposed Plan. The Plan was voted on by the citizens of Tigard in May of 2017.

Parks, Recreation, Trails, and Open Space

Goal 8.1: Provide a wide variety of high quality park and open spaces for all residents, including both:

- A) developed areas with facilities for active recreation; and*
- B) undeveloped areas for nature-oriented recreation and the protection and enhancement of valuable natural resources within the parks and open space system.*

Policies:

1. *Tigard shall acquire, develop, and maintain a diverse system of parks, trails, open space, and recreational facilities that are safe, functional, and accessible to all of its population.*
2. *The City shall preserve, and where appropriate, acquire and improve natural areas located within a half mile of every Tigard resident to provide passive recreational opportunities.*
3. *The City shall seek to achieve or exceed the ideal park service level standard of 11.0 acres of parkland per thousand population.*
4. *The City shall endeavor to develop neighborhood parks [or neighborhood park facilities within other parks, such as a linear park] located within a half mile of every resident to provide access to active and passive recreation opportunities for residents of all ages.*
5. *The City shall develop other parks, including linear parks, special use facilities, urban plazas, skate parks, and pet arenas, consistent with the descriptions and standards contained in the park system master plan.*
9. *The City shall integrate green concepts into park and open space design, maintenance, and operations.*
20. *The City shall continue to improve access to neighborhood parks and other facilities in order to serve all citizens, regardless of ability.*

Goal 8.2: Create a Citywide network of interconnected on- and off-road pedestrian and bike trails.

Policies:

- 1. The City shall create an interconnected regional and local system of on- and off-road trails and paths that link together neighborhoods, parks, open spaces, major urban activity centers, and regional recreational opportunities utilizing both public property and easements on private property.*

The Plan conforms to Parks, Recreation, Trails, and Open Space Goals 8.1 and 8.2, as there are projects in the Plan to develop plazas, parks, greenways, and public restrooms in the Area. There are also plans for the development of a trail system along Red Rock Creek parallel to and south of 99W.

Economy

Goal 9.1: Develop and maintain a strong, diversified, and sustainable local economy.

Policies:

- 5. The City shall promote well-designed and efficient development and redevelopment of vacant and underutilized industrial and commercial lands.*

Goal 9.2: Make Tigard a center and incubator for innovative businesses, including those that focus on environmental sustainability.

- 1. The City shall institute appropriate land use regulations to accommodate a contemporary mix of economic activities.*

Goal 9.3: Make Tigard a prosperous and desirable place to live and do business.

Policies:

- 1. The City shall focus a significant portion of future employment growth and high-density housing development in its Metro-designated Town Center (Downtown); Regional Center (Washington Square); High Capacity Transit Corridor (Hwy 99W); and the Tigard Triangle.*
- 3. The City shall commit to improving and maintaining the quality of community life (public safety, education, transportation, community design, housing, parks and recreation, etc.) to promote a vibrant and sustainable economy.*

The Plan conforms to Economy Goals 9.1, 9.2 and 9.3, as there are projects in the Plan to provide financial and technical assistance to new and existing businesses and housing developments to help with the development of vacant and underutilized lands in the Area. Development assistance will include, but is not limited to, façade improvement grants/loans, streetscape improvements, technical assistance, site assembly, site clean-up/preparation, site acquisition, and/or partnerships that facilitate housing and mixed-use developments. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various organizations including the Tigard Chamber of Commerce.

Housing

Goal 10.1: Provide opportunities for a variety of housing types to meet the diverse housing needs of current and future City residents.

Policies:

- 1. The City shall adopt and maintain land use policies, codes, and standards that provide opportunities to develop a variety of housing types that meet the needs, preferences, and financial capabilities of Tigard's present and future residents.*
- 3. The City shall support housing affordability, special-needs housing, ownership opportunities, and housing rehabilitation through programs administered by the state, Washington County, nonprofit agencies, and Metro.*
- 5. The City shall provide for high and medium density housing in the areas such as town centers (Downtown), regional centers (Washington Square), and along transit corridors where employment opportunities, commercial services, transit, and other public services necessary to support higher population densities are either present or planned for in the future.*

Goal 10.2: Maintain a high level of residential livability.

- 1. The City shall adopt measures to protect and enhance the quality and integrity of its residential neighborhoods.*
- 2. The City shall provide multi-modal transportation access from residential neighborhoods transit stops, commercial services, employment, and other activity centers.*
- 5. The City shall encourage housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.*

The Plan conforms to Housing Goals 10.1 and 10.2, as there are projects in the Plan to facilitate workforce and affordable housing and transit-oriented and mixed-use development. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various organizations including Community Partners for Affordable Housing and REACH Community Development.

Transportation

Goal 12.1: Develop mutually supportive land use and transportation plans to enhance the livability of the community.

- 1. The City shall plan for a transportation system that meets current community needs and anticipated growth and development.*
- 2. The City shall prioritize transportation projects according to community benefit, such as safety, performance, and accessibility, as well as the associated costs and impacts.*
- 3. The City shall maintain and enhance transportation functionality by emphasizing multi-modal travel options for all types of land uses.*

4. *The City shall promote land uses in transportation investments that promote balanced transportation options.*
5. *The City shall develop plans for major transportation corridors and provide appropriate land uses in and adjacent to those corridors.*
6. *The City shall support land use patterns that reduce greenhouse gas emissions and preserve the function of the transportation system.*
9. *The City shall coordinate with private and public developers to provide access via a safe, efficient, and balanced transportation system.*
10. *The City shall require all development to meet the adopted transportation standards or provide appropriate mitigations.*

Goal 12.2: Develop and maintain a transportation system for the efficient movement of goods.

2. *The City shall manage the transportation system to support desired economic development activities.*
3. *The City shall design streets to encourage a reduction in trip length by improving arterial, collector, and local street connections.*
4. *The City shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods and services.*
6. *The City shall develop and maintain an efficient arterial grid system that provides access within the City, and searched through traffic in the City.*
9. *The City shall require the provision of appropriate parking in balance with other transportation modes.*
11. *The City shall design the transportation system to provide connectivity between Metro designated centers, corridors, employment and industrial areas.*

Goal 12.3: Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

3. *The City shall design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.*
4. *The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile.*
5. *The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods.*
6. *The City shall require development adjacent to transit routes to provide direct pedestrian accessibility.*
7. *The City shall develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way.*
8. *The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.*

9. *The City shall require sidewalks to be constructed in conjunction with private development and consistent with adopted plans.*
10. *The City shall require and/or facilitate the construction of off-street trails to develop pedestrian and bicycle connections that cannot be provided by a street.*
11. *The City shall require appropriate access to bicycle and pedestrian facilities for all schools, parks, public facilities, and commercial areas.*

Goal 12.4: Maintain and improve transportation system safety.

1. *The City shall consider the intended uses of street during the design to promote safety, efficiency, and multi-modal needs.*
2. *The City shall ordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities.*
3. *The City shall require new development to provide safe access for all modes to and from a publicly dedicated street.*
5. *The City shall prioritize intersection improvements to address safety deficiencies.*
9. *The City shall require new transportation facilities to meet adopted lighting standards.*

Goal 12.6: Fund an equitable, balanced, and sustainable transportation system that promotes the well-being of the community.

2. *The City shall seek to invest in capital projects that leverage other infrastructure investments.*
3. *The City shall seek opportunities for transportation investments that support transportation goals of efficiency, multi-modal access, and safety.*

The Plan conforms to Transportation Goals 12.1, 12.2, 12.3, and 12.4, as there are projects in the Plan to improve the transportation system for all modes of travel and to create better access to, from, and within the Area. The specific projects include modifying existing streets, constructing new streets, providing better pedestrian and bicycle access, intersection improvements, overpass connections, parking solutions for vehicles and bicycles, and trail development along Red Rock Creek. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various agencies including Metro, TriMet, Washington County, and the Oregon Department of Transportation.

B. Tigard Community Development Code

The land uses in the Area will conform to the zoning designations in the community development code, including maximum densities and building requirements, and are incorporated by reference herein. The following zoning districts are present in the Area.

C-G: General commercial district. The C-G zoning district applies to roughly half of the land in the Area. This zoning district is designed to accommodate a full range of retail, office and civic uses with a citywide and regional trade area. Except where nonconforming, residential uses are limited to single-family residences that are located on the same site as a permitted use. A wide range of uses, including but not limited to adult entertainment, automotive equipment repair and

storage, mini-warehouses, utilities, heliports, medical centers, major event entertainment, and gasoline stations, are permitted conditionally.

MUE: Mixed-use employment. The MUE zoning district applies to roughly half of the land in the Area and is the city's only regional mixed-use employment district. This zoning district permits a wide range of uses including major retail goods and services, business/professional offices, civic uses and housing; the latter includes multi-family housing at a maximum density of 25 units/acre, equivalent to the R-25 zoning district. A wide range of uses, including but not limited to community recreation facilities, medical centers, schools, utilities and transit-related park-and-ride lots, are permitted conditionally. Although it is recognized that the automobile will accommodate the vast majority of trips to and within the Triangle, it is still important to: (1) support alternative modes of transportation to the greatest extent possible, and (2) encourage a mix of uses to facilitate intra-district pedestrian and transit trips even for those who drive.

R-12: Medium-density residential district. The R-12 zoning district is designed to accommodate a full range of housing types at a minimum lot size of 3,050 square feet. A wide range of civic and institutional uses are also permitted conditionally.

C-P: Professional/administrative commercial district. The C-P zoning district is designed to accommodate civic and business/professional services and compatible support services, e.g., convenience retail, personal services, and restaurants in close proximity to residential areas and major transportation facilities. Residential uses at a minimum density of 32 units/net acre, i.e., equivalent to the R-40 zoning district, are permitted in conjunction with a commercial development. Heliports, medical centers, religious institutions and utilities are permitted conditionally. Development in the C-P zoning district is intended to serve as a buffer between residential areas and more-intensive commercial and industrial areas.

C. Tigard Transportation System Plan

Goal 1: Land use and transportation coordination – develop mutually supportive land use and transportation plans to enhance the livability of the community. The city shall plan for a transportation system that meets current community needs and anticipated growth and development.

Goal 2: Transportation efficiency – develop and maintain a transportation system for the efficient movement of people and goods.

Goal 3: Multi-modal transportation system – provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Goal 4: Safe transportation system – maintain and improve transportation system safety.

Goal 5: Inter-agency coordination – coordinate planning, development, operation and maintenance of the transportation system with appropriate agencies.

Goal 6: Transportation funding – fund and equitable, balanced and sustainable transportation system that promotes the well-being of the community.

In addition to the above applicable goals, the Tigard Triangle is identified as one of three special areas within the city with significant growth opportunities and transportation challenges.

The Tigard Triangle is a priority opportunity for community development and economic activity. The triangle has long been a retail and commercial hub within the city. Today, the triangle is zoned for commercial and mixed-use development and is identified as an area of significant future growth in housing and jobs.

Although the area is bordered by three major regional roadways, in many ways those roadways function as barriers to access the triangle. Travel to and from the Tigard Triangle is funneled from Pacific Highway via 72nd Avenue, Dartmouth Street and 68th Parkway; the Highway 217/72nd Avenue interchange; the northbound I-5 interchange with Haines Street; and the southbound I-5 interchange with Dartmouth Street.

Access to and from the Tigard Triangle area is, and will remain, a critical issue to the success of the Tigard Triangle area. The majority of employees and customers traveling to the area on city streets access the Tigard Triangle area off of Pacific Highway. There is considerable congestion on Pacific Highway in the vicinity of the Tigard Triangle and this congestion is forecast to worsen with future development and regional growth.

A second issue with the Tigard Triangle relates to non-auto mobility/circulation to/from and within the area. The triangle area as a whole is generally sloping downward from Pacific Highway and I-5 to Highway 217. The topography makes pedestrian and bicycle transportation more difficult. These conditions are worsened by incomplete bicycle and pedestrian systems within the Triangle. At the broadest level, options for improving access to the Tigard Triangle area fall into the following categories:

- *Provide additional intersection and roadway capacity improvements to improve traffic operations at the boundary streets.*
- *Minimize additional roadway capacity infrastructure investment and focus on travel demand management (TDM) programs.*
- *Provide better facilities for alternative modes (transit, bicycles, pedestrians, etc.).*
- *Create a mix of critical additional capacity and implementing TDM programs.*

The Plan conforms to the Transportation System Plan goals and recommendations, as there are projects in the Plan to improve the transportation system for all modes of travel and to create better access to, from, and within the Area. The specific projects include modifying existing streets, constructing new streets, providing better pedestrian and bicycle access, intersection improvements, overpass connections, parking solutions for vehicles and bicycles, and trail development along Red Rock Creek. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various agencies including Metro, TriMet, Washington County, and the Oregon Department of Transportation.

D. Tigard Park System Master Plan

Goal 1: Provide a wide variety of high quality park and open spaces for all residents, including both: 1) Developed areas with facilities for active recreation; and 2) Undeveloped areas for nature-oriented recreation and the protection and enhancement of valuable natural resources within the parks and open space system.

Goal 2: Create a citywide network of interconnected on- and off-road pedestrian and bicycle trails.

Goal 3: Provide Tigard residents with a broad range of recreational, cultural and educational activities.

The Plan conforms to the Park System Master Plan, as there are projects in the Plan to develop plazas, parks, greenways, and public restrooms in the Area. There are also plans for the development of a trail system along Red Rock Creek parallel to and south of 99W.

XI. APPENDIX A: LEGAL DESCRIPTION

Tigard Triangle Urban Renewal Area
Tigard, Oregon
Area = 548 Acres

A tract of land, including road rights-of-way, located in the Northeast One-Quarter, the Southeast One-Quarter, and the Southwest One-Quarter of Section 36, Township 1 South, Range 1 West and the Northwest One-Quarter, the Northeast One-Quarter, and the Southeast One-Quarter of Section 1, Township 2 South, Range 1 West, Willamette Meridian, City of Tigard, Washington County, Oregon, and being more particularly described as follows:

Beginning at the southeast corner of Lot 1 of the plat of “Villa Ridge No. 2”, being on the Willamette Meridian, the easterly line of Washington County, in the Northeast One-Quarter of Section 31, Township 1 South, Range 1 West, Willamette Meridian, in the City of Tigard, Washington County, Oregon (Assessor’s Map 1S 1 36AD):

1. Thence along the Willamette Meridian, being the easterly line of Washington County, Southerly 8,592 feet, more or less, to its intersection with the easterly extension of the south line of Lot 2 of the plat of “Salem Freeway Subdivision” (Assessor’s Map 2S 1 01DD);
2. Thence along said easterly extension, Westerly 585 feet, more or less, to the southwesterly right-of-way line of State Highway 217 (Assessor’s Map 2S 1 01DD);
3. Thence along said southwesterly right-of-way line, Northwesterly 1,471 feet, more or less, to the west line of Lot 3 of the plat of “Varns Acres” (Assessor’s Map 2S 1 01DA);
4. Thence along said west line, Southerly 65 feet, more or less, to the southwesterly right-of-way line of State Highway 217, also being the north line of Lot 9 of the plat of “72nd Business Center” (Assessor’s Map 2S 1 01DA);
5. Thence along said southwesterly right-of-way line, Northwesterly 773 feet, more or less, to the easterly right-of-way line of SW 72nd Avenue (Assessor’s Map 2S 1 01DB);
6. Thence crossing SW 72nd Avenue, Northwesterly 258 feet, more or less, to the intersection of the westerly right-of-way line of SW 72nd Avenue and the southwesterly right-of-way line of SW Hunziker Street (Assessor’s Map 2S 1 01DB);
7. Thence along said southwesterly right-of-way line, Northwesterly 549 feet, more or less, to Engineers Station ‘H’ 453+50, 80 feet right, as shown on Washington County Survey Number 25355 (Assessor’s Map 2S 1 01DB);
8. Thence Northwesterly 285 feet, more or less, to the intersection of the northeasterly right-of-way line of SW Hunziker Street and the southwesterly right-of-way line of State Highway 217 (Assessor’s Map 2S 1 01AC);
9. Thence along said southwesterly right-of-way line, Northwesterly 3,627 feet, more or less, to the intersection of the southeasterly right-of-way line of SW Pacific Highway and the southwesterly right-of-way line of State Highway 217 (Assessor’s Map 2S 1 01BB);
10. Thence crossing said SW Pacific Highway, Northwesterly 128 feet, more or less, to the intersection of the northwesterly right-of-way line of SW Pacific Highway and the southwesterly right-of-way line of State Highway 217 (Assessor’s Map 1S 1 36CC);
11. Thence crossing said State Highway 217 along the northeasterly extension of the northwesterly right-of-way line of SW Pacific Highway, Northeasterly 505 feet, more

- or less, to the intersection of the northwesterly right-of-way line of SW Pacific Highway and the northeasterly right-of-way line of State Highway 217 (Assessor's Map 1S 1 36CC);
12. Thence along said northeasterly right-of-way line of State Highway 217, Northwesterly 155 feet, more or less, to the west line of Document Number 2016-13886 (Assessor's Map 1S 1 36CC);
 13. Thence along said west line, Northwesterly 727 feet, more or less, to the southerly right-of-way line of SW Pfaffle Street (Assessor's Map 1S 1 36CC);
 14. Thence along said southerly right-of-way line, Easterly 1,609 feet, more or less, to the southerly extension of the east line of Document Number 2016-18082 (Assessor's Map 1S 1 36CA);
 15. Thence along said southerly extension and the east line thereof, Northerly 1,113 feet, more or less, to the south line of the plat of "Tigard Woods, A Condominium Community" (Assessor's Map 1S 1 36CA);
 16. Thence along said south line, Easterly 296 feet, more or less, to the west line of the plat of "White Oak Village" (Assessor's Map 1S 1 36CA);
 17. Thence along said west line, Southerly 198 feet, more or less, to the north line of Tract 'A' of said plat (Assessor's Map 1S 1 36CA);
 18. Thence along said north line, Easterly 4 feet, more or less, to the northeast corner thereof (Assessor's Map 1S 1 36CA);
 19. Thence along the east line of said Tract 'A', Southeasterly 304 feet, more or less, to the northwest corner of Lot 26 of said plat (Assessor's Map 1S 1 36CA);
 20. Thence along the west line of said Lot 26, Southerly 69 feet, more or less, to the southwest corner thereof (Assessor's Map 1S 1 36CA);
 21. Thence along the south line of said Lot 26 and the south line of Lot 27, Easterly 58 feet, more or less, to the southeast corner of said Lot 27 and the west line of Document Number 2001-29328 (Assessor's Map 1S 1 36DB);
 22. Thence along the west line of said Deed, Southerly 65 feet, more or less, to the south line of said Deed (Assessor's Map 1S 1 36DB);
 23. Thence along said south line, Easterly 160 feet, more or less, to the west line of Document Number 2000-00576 (Assessor's Map 1S 1 36DB);
 24. Thence along said west line and the west line of Document Number 2007-115624, Northerly 319 feet, more or less, to the south line of Partition Plat Number 2009-027 (Assessor's Map 1S 1 36DB);
 25. Thence along said south line, Easterly 192 feet, more or less, to the southeast corner thereof (Assessor's Map 1S 1 36DB);
 26. Thence along the east line of said plat, Northerly 100 feet, more or less, to the south line of Document Number 2000-14791 (Assessor's Map 1S 1 36DB);
 27. Thence along said south line, Easterly 21 feet, more or less, to the west line of Document Number 2001-49756 (Assessor's Map 1S 1 36DB);
 28. Thence along said west line, Northerly 451 feet, more or less, to the south line of the plat of "Metzger Acre Tracts" (Assessor's Map 1S 1 36AC);
 29. Thence along said south line, Easterly 34 feet, more or less, to the west line of Document Number 2001-49756 (Assessor's Map 1S 1 36AC);
 30. Thence along said west line, Northerly 126 feet, more or less, to the southerly right-of-way line of SW Spruce Street (Assessor's Map 1S 1 36AC);

31. Thence along said southerly right-of-way line and the easterly extension thereof, Easterly 769 feet, more or less, to the easterly right-of-way line of SW 71st Avenue (Assessor's Map 1S 1 36AD);
32. Thence along said easterly right-of-way line, Northerly 58 feet, more or less, to the north line of Document Number 2016-75996 (Assessor's Map 1S 1 36AD);
33. Thence along said north line, Easterly 380 feet, more or less, to the northwest corner of Document Number 2016-64828 (Assessor's Map 1S 1 36AD);
34. Thence along the north line of said Deed and the northeasterly extension thereof, Northeasterly 258 feet, more or less, to the easterly right-of-way line of SW 69th Avenue (Assessor's Map 1S 1 36AD);
35. Thence along said easterly right-of-way line, Northerly 189 feet, more or less, to the south line of Document Number 2005-78796, being a line parallel to and 88 feet southerly of the north line of Lot 1, Block 1 of the plat of "Villa Ridge" (Assessor's Map 1S 1 36AD);
36. Thence along said parallel line, Easterly 190 feet, more or less, to the west line of Document Number 2008-19233 (Assessor's Map 1S 1 36AD);
37. Thence along said west line, Northerly 88 feet, more or less, to the northwest corner thereof (Assessor's Map 1S 1 36AD);
38. Thence along the north line of said Deed and the north line of Document Number 2008-74471, Northeasterly 416 feet, more or less, to the west line of Document Number 85-51861 (Assessor's Map 1S 1 36AD);
39. Thence along said west line, Southerly 110 feet, more or less, to the southwest corner of said Deed (Assessor's Map 1S 1 36AD);
40. Thence along the south line of said Deed and the south line of Deed Book 794, Page 602, Northeasterly 179 feet, more or less, to the west line of Document Number 93-07010 (Assessor's Map 1S 1 36AD);
41. Thence along said west line, Northerly 249 feet, more or less, to the south line of the plat of "Villa Ridge No. 2" (Assessor's Map 1S 1 36AD);
42. Thence along said south line, Northeasterly 194 feet, more or less, to the Point of Beginning.

The above described tract of land contains 548 acres, more or less.

10/17/2016

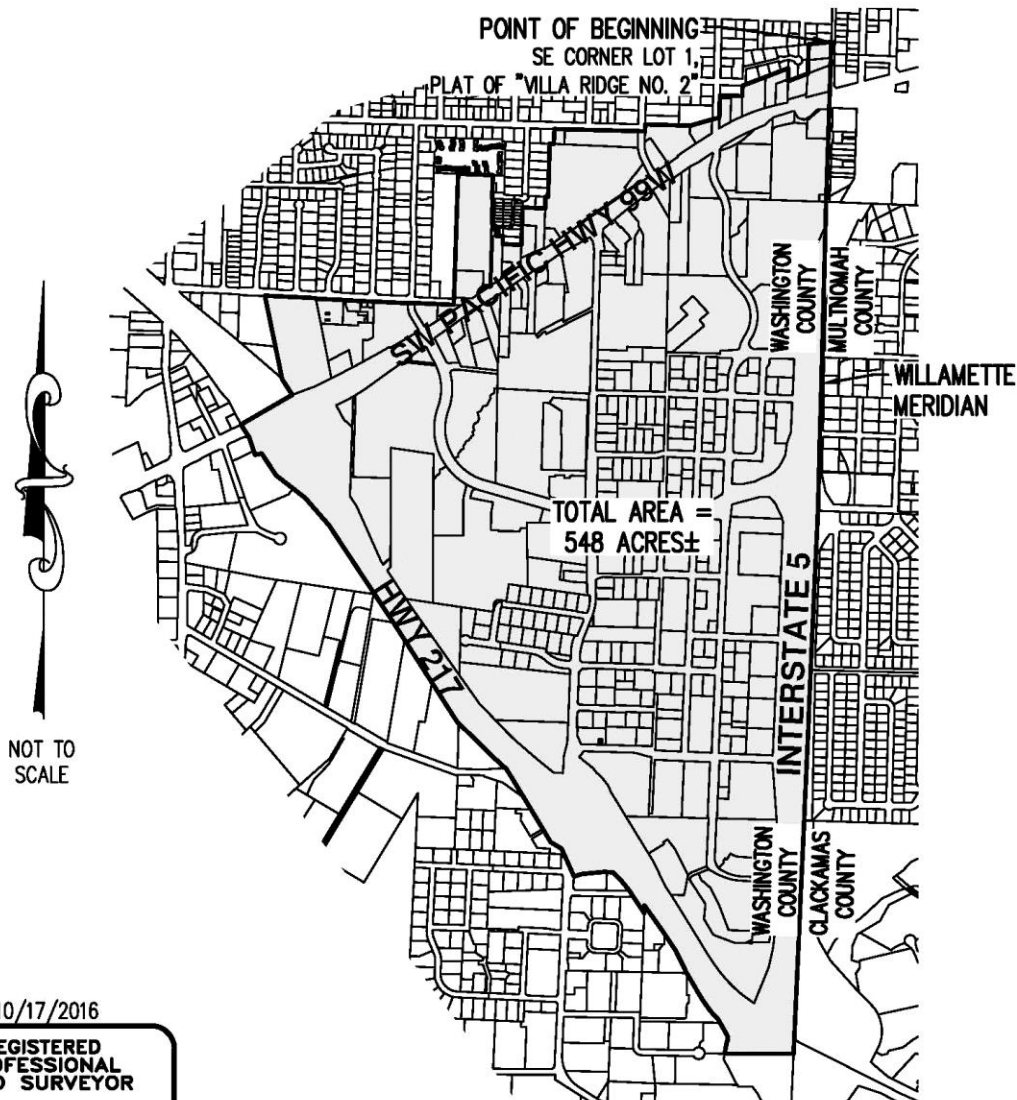
**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Michael Kalina

**OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS**

RENEWS: 6/30/17

MAP OF URBAN RENEWAL AREA
 A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE
 NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND
 THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W,
 W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



10/17/2016

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael S. Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

PREPARED FOR
CITY OF TIGARD
13125 SW HALL BLVD
TIGARD, OR 97223

TIGARD TRIANGLE
URBAN RENEWAL AREA

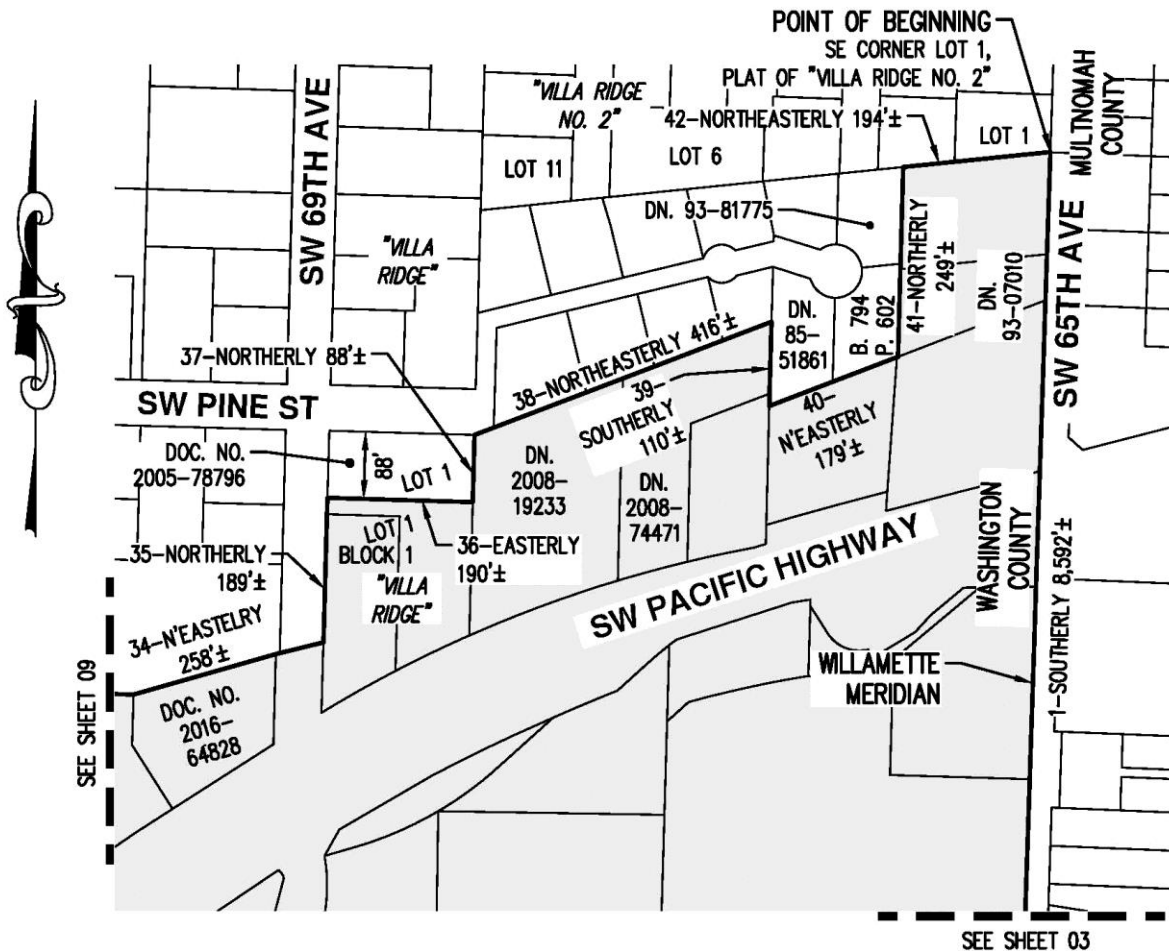
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
P: 503.563.6151 F: 503.563.6152 aks-eng.com

AKS

EXHIBIT
B

DRWN: MSK
CHKD: NSW
AKS JOB:
5570

MAP OF URBAN RENEWAL AREA
 A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE
 NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND
 THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W,
 W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



10/17/2016

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Michael S. Kalina

OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/17

PREPARED FOR
 CITY OF TIGARD
 13125 SW HALL BLVD
 TIGARD, OR 97223

SCALE 1" = 200 FEET



TIGARD TRIANGLE
 URBAN RENEWAL AREA

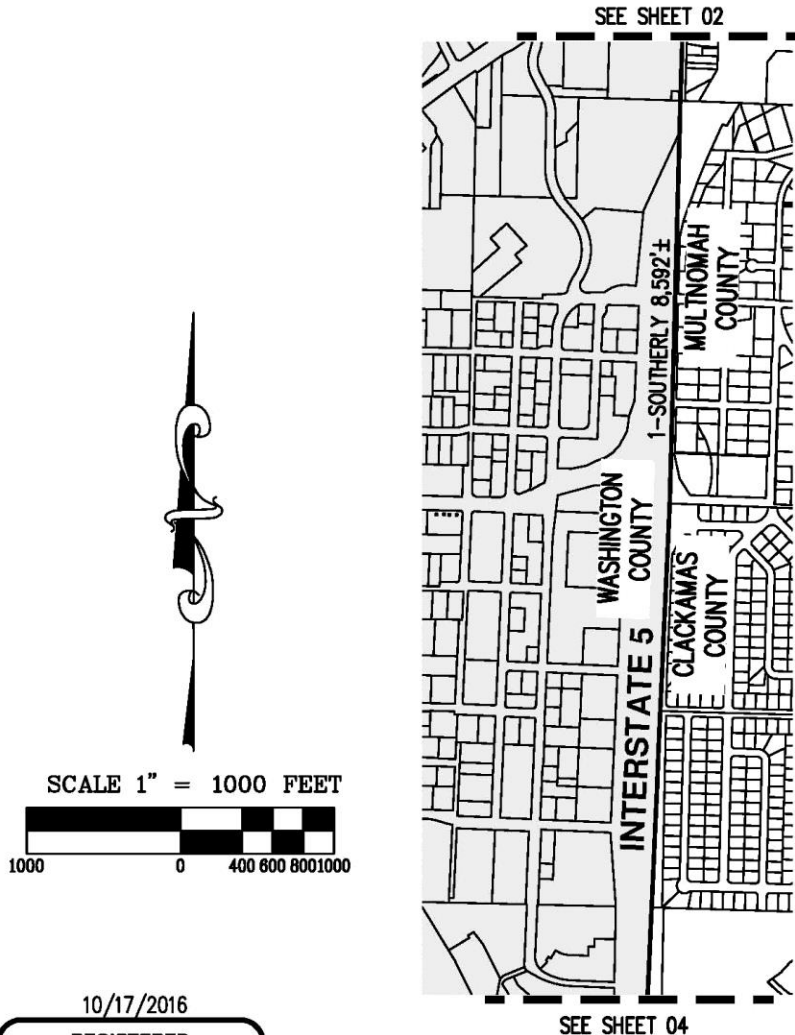
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DRWN: MSK
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 A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE
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 THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W,
 W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



10/17/2016
 REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

SCALE 1" = 1000 FEET

1000 0 400 600 800 1000

Michael S. Kalina

OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/17

PREPARED FOR
 CITY OF TIGARD
 13125 SW HALL BLVD
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TIGARD TRIANGLE
 URBAN RENEWAL AREA

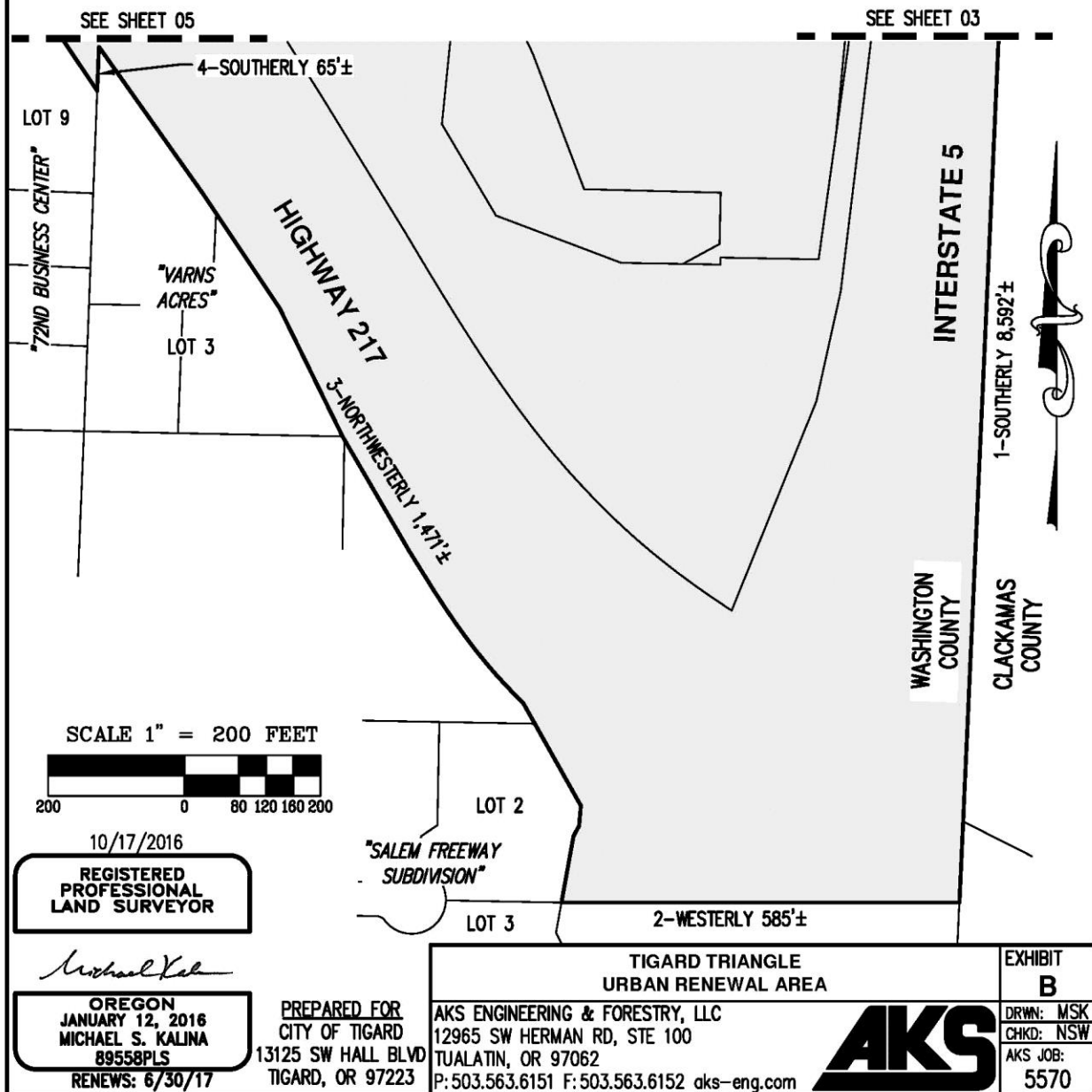
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AKS

EXHIBIT
 B

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 CHKD: NSW
 AKS JOB:
 5570

MAP OF URBAN RENEWAL AREA
 A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE
 NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND
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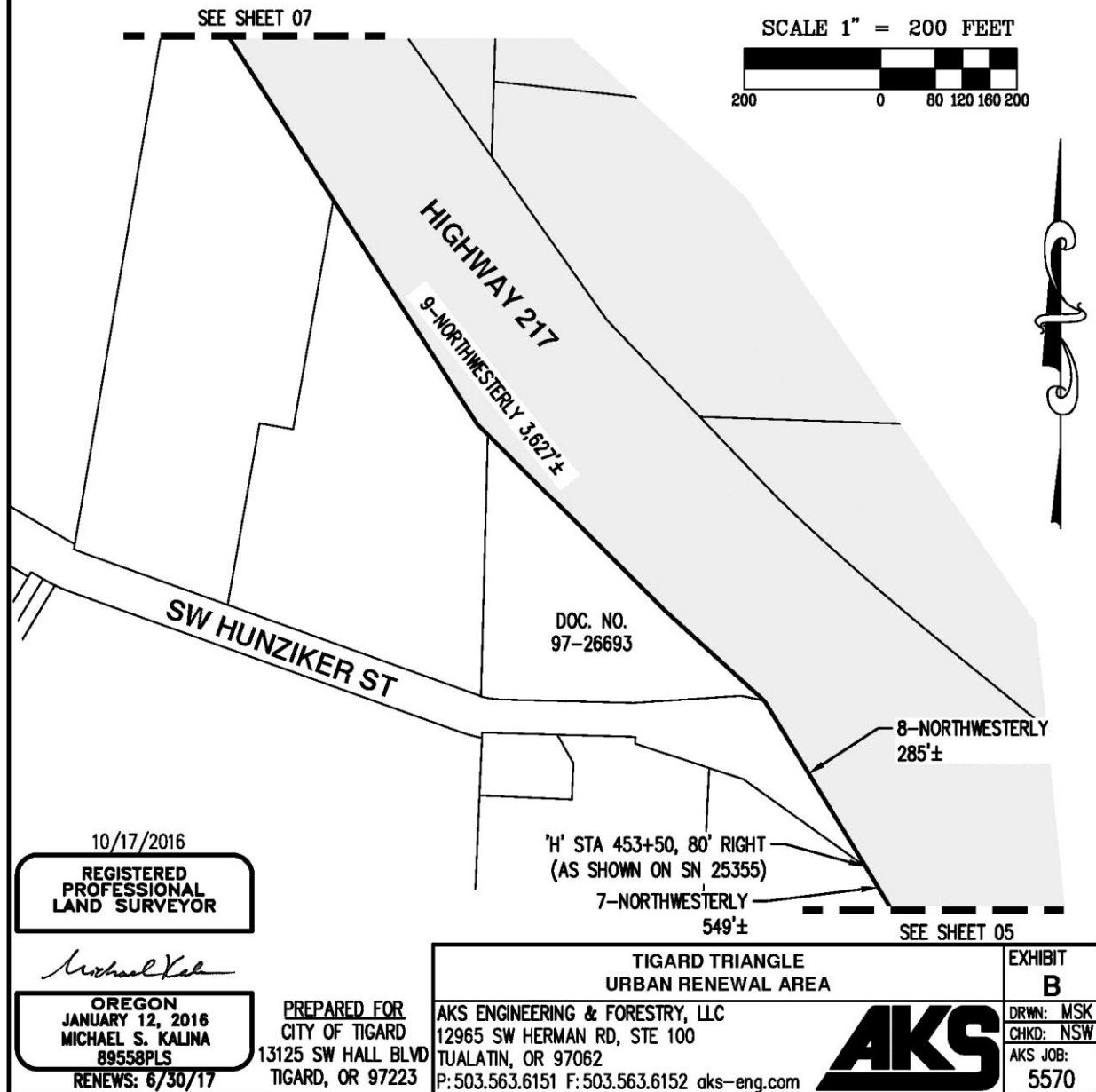
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MAP OF URBAN RENEWAL AREA
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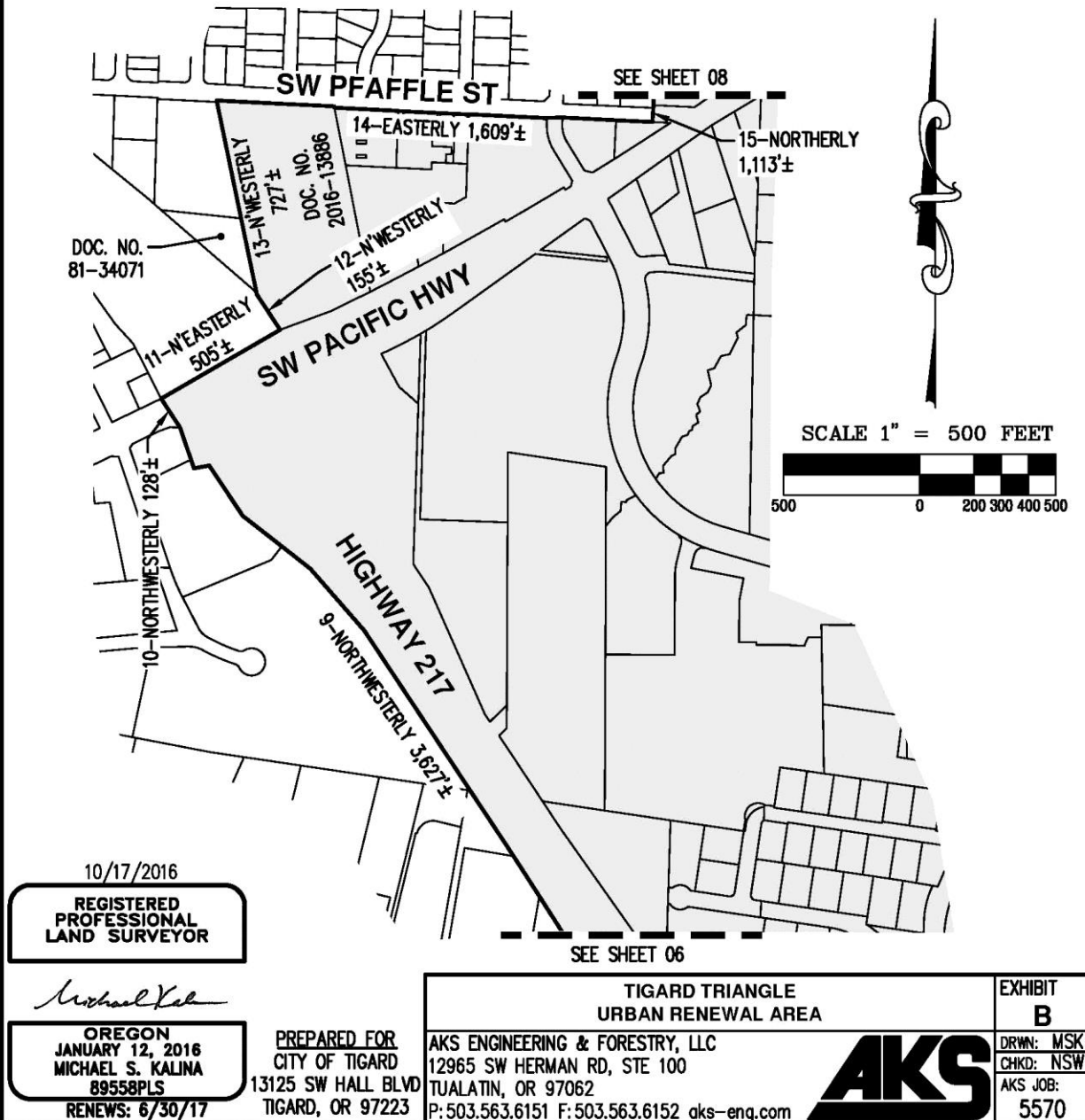
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MAP OF URBAN RENEWAL AREA
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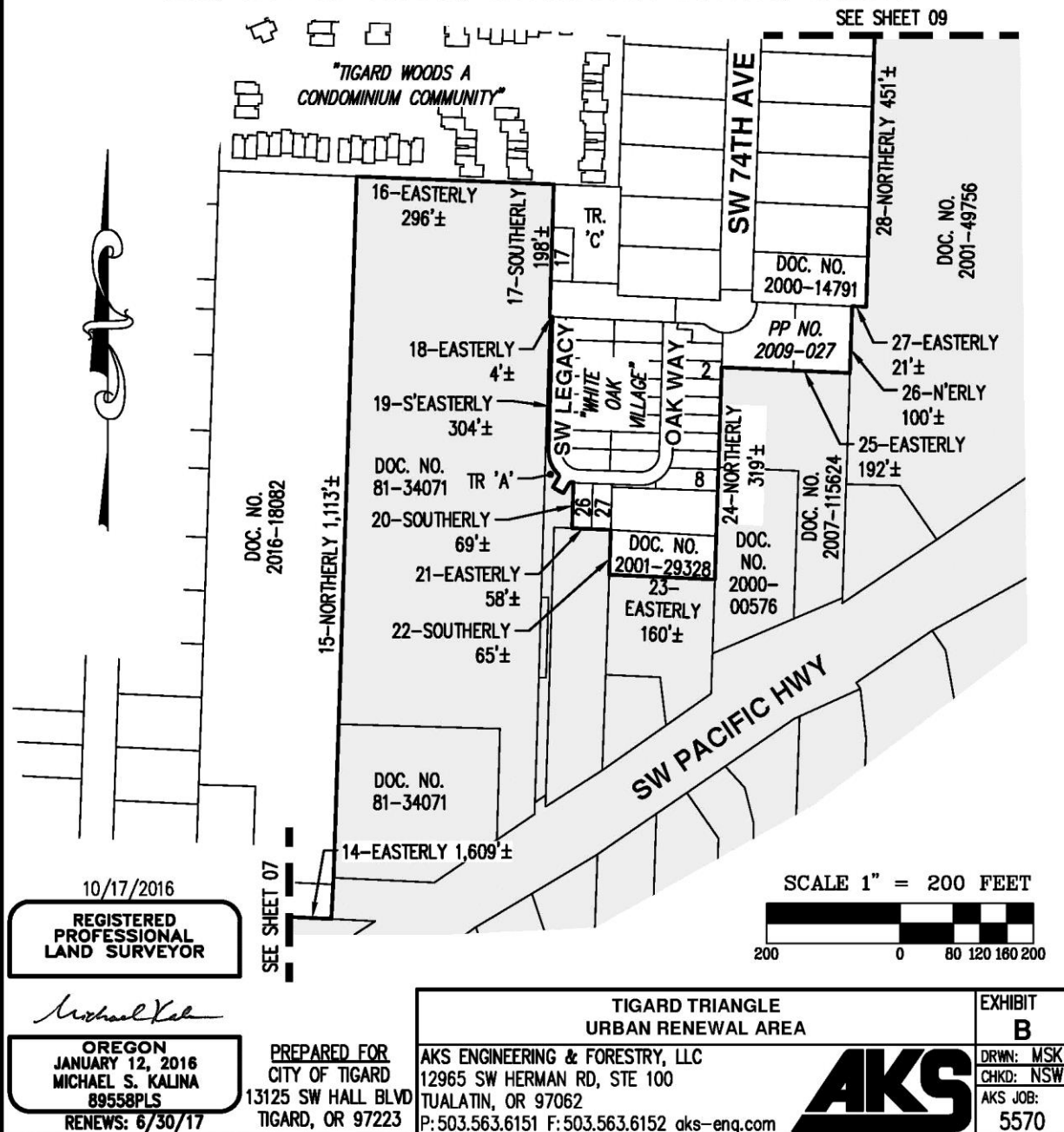
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MAP OF URBAN RENEWAL AREA
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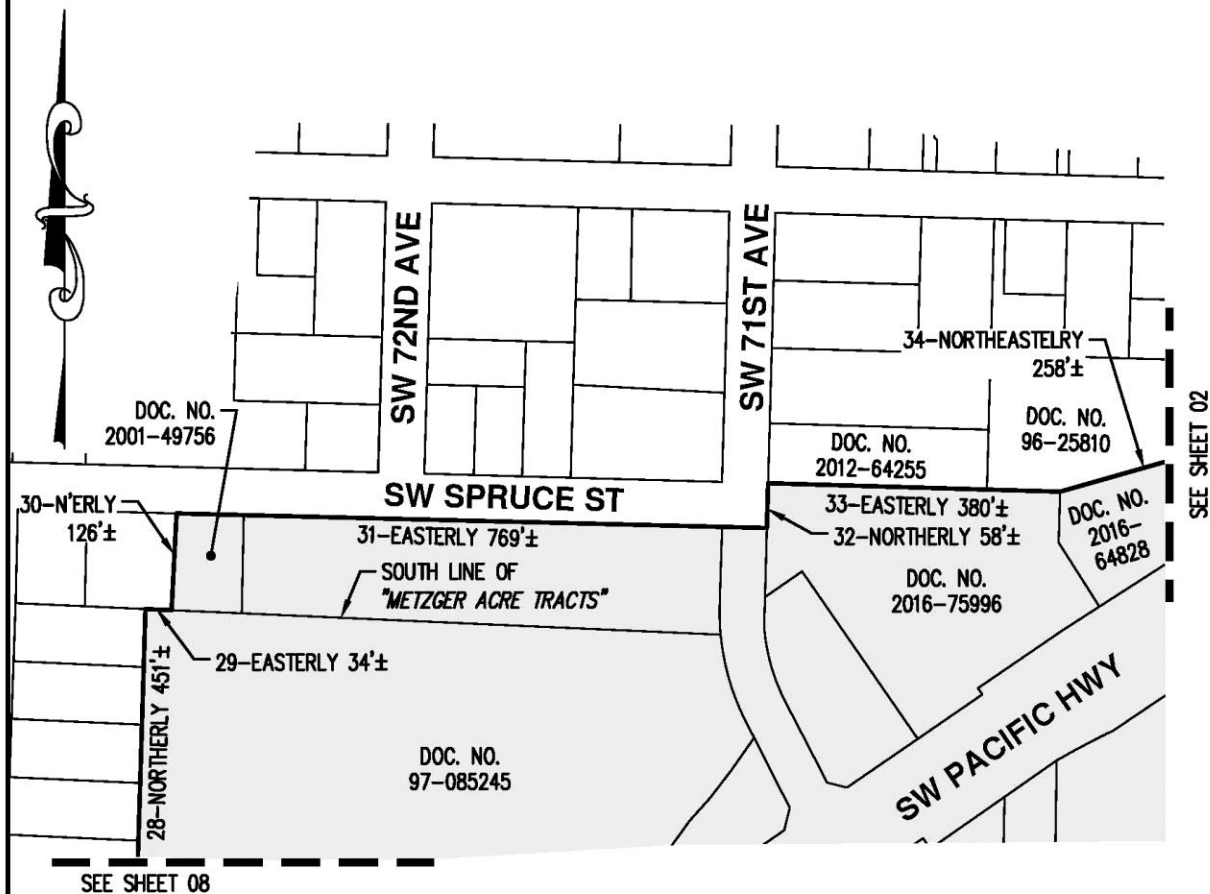
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MAP OF URBAN RENEWAL AREA
 A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE
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 THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W,
 W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



DWG: 5570 COT UR-08 | 08

MAP OF URBAN RENEWAL AREA
 A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE
 NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND
 THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W,
 W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



SEE SHEET 08

10/17/2016

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael S. Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

PREPARED FOR
CITY OF TIGARD
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TIGARD, OR 97223

TIGARD TRIANGLE
URBAN RENEWAL AREA

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AKS

EXHIBIT
B

DRWN: MSK
CHKD: NSW
AKS JOB:
5570

SCALE 1" = 200 FEET



Report Accompanying the Urban Renewal Plan

Adopted by the City of Tigard

December 13, 2016

Ordinance No. 16 - ____

Tigard Triangle Urban Renewal Area

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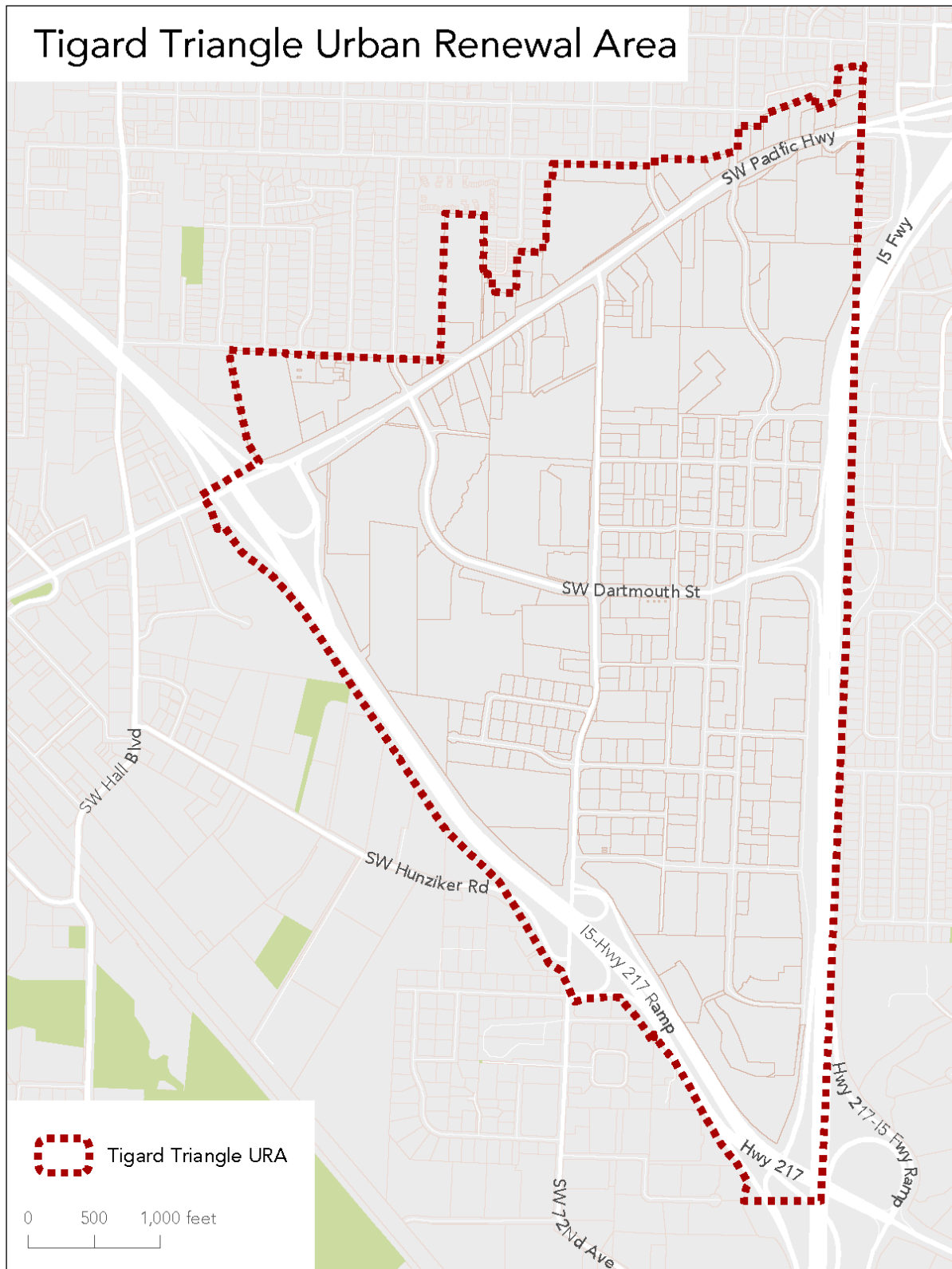
I. INTRODUCTION

The Report on the Tigard Triangle Urban Renewal Plan (Report) contains background information and project details that pertain to the Tigard Triangle Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents the existing conditions in the Tigard Triangle Urban Renewal Area (Area), shown on Figure 1, as they relate to the proposed projects in the Plan.

The Report provides guidance on how the urban renewal plan might be implemented. As the Tigard City Center Development Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes as allowed in the amendments section of the Plan.

Figure 1 – Tigard Triangle Urban Renewal Plan Area Boundary



Source: ECONorthwest

II. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Tigard Triangle Urban Renewal Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area measures 547.9 total acres in size, encompassing 383.04 acres included in 327 individual parcels, and an additional 164.86 acres in public rights-of-way. An analysis of FYE 2016 property classification data from the Washington County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, commercial accounts for the largest land use within the area (83%). This is followed by vacant (9%), and exempt (6%). The total land uses in the Area, by acreage and number of parcels, are shown in Table 1.

Table 1 – Existing Land Uses in Area

Land Use	Parcels	Acres	% Total Acres
Commercial	263	321.15	83.84%
Vacant	41	35.08	9.16%
Exempt	18	21.82	5.70%
Multi-Family Residential	5	4.99	1.30%
Total	327	383.04	100%

Source: Compiled by Tiberius Solutions LLC with data from the Washington County Department of Assessment and Taxation (FYE 2016)

2. Zoning and Comprehensive Plan Designations

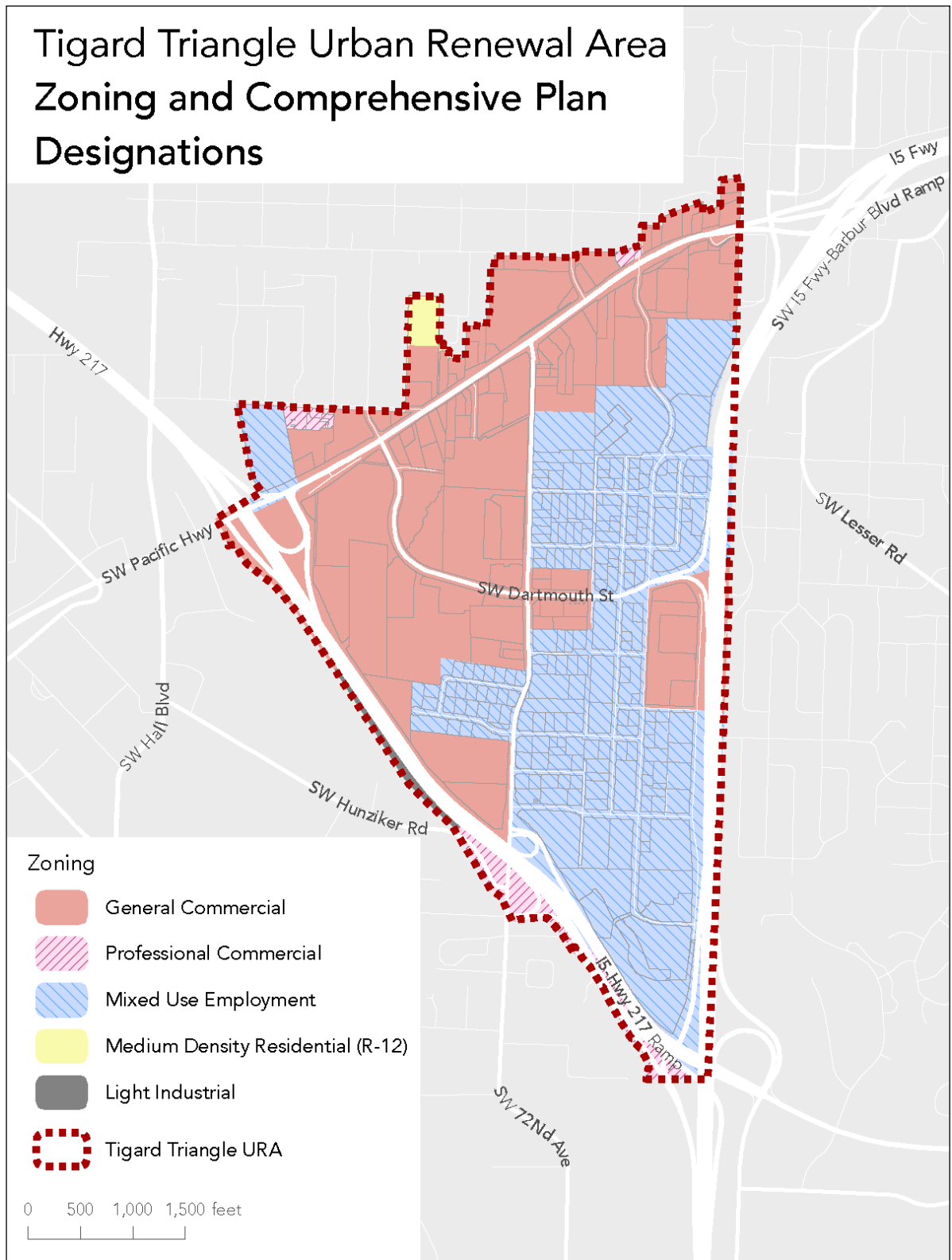
The zoning and comprehensive plan designations in the Area are the same. As illustrated in Table 2 and Figure 2, the majority (52%) of the Area by acreage is zoned and designated in the comprehensive plan as General Commercial. The second most prevalent zoning and comprehensive plan designation is Mixed-Use Employment, representing 45% of the Area. There are two lots that are split zoned/designated. The data uses the most prevalent category.

Table 2 – Existing Zoning/Comprehensive Plan Designations in Area

Zoning/Comprehensive Plan Designation	Parcels	Acres	% Total Acres
General Commercial	113	200.98	52.47%
Mixed Use Employment	204	173.54	45.31%
Medium Density Residential	1	5.77	1.51%
Professional Commercial	9	2.75	0.72%
Total	327	383.04	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Washington County Department of Assessment and Taxation (FYE 2016)

Figure 2 – Area Zoning and Comprehensive Plan Designations



Source: ECONorthwest with data from the City of Tigard and Metro RLIS 2016 Q1

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in several City of Tigard infrastructure master plans and the Tigard Triangle Strategic Plan that relate to these existing conditions. **This does not mean that all of these projects are included in the Plan.** The specific projects that are included in the Plan are listed in Sections IV and V of this Report.

1. Transportation

The Tigard Transportation System Plan (TSP) details the transportation needs within the Area.

Streets and Intersections

There are significant transportation needs within the Area:

“The Tigard Triangle is a priority opportunity for community development and economic activity. The triangle has long been a retail and commercial hub within the city. Today, the triangle is zoned for commercial and mixed-use development and is identified as an area of significant future growth in housing and jobs.

Although the area is bordered by three major regional roadways, in many ways those roadways function as barriers to access the triangle. Travel to and from the Tigard Triangle is funneled from Pacific Highway via 72nd Avenue, Dartmouth Street and 68th Parkway; the Highway 217/72nd Avenue interchange; the northbound I-5 interchange with Haines Street; and the southbound I-5 interchange with Dartmouth Street.

Access to and from the Tigard Triangle area is, and will remain, a critical issue to the success of the Tigard Triangle area. The majority of employees and customers traveling to the area on city streets access the Tigard Triangle area off of Pacific Highway. There is considerable congestion on Pacific Highway in the vicinity of the Tigard Triangle and this congestion is forecast to worsen with future development and regional growth.

A second issue with the Tigard Triangle relates to non-auto mobility/circulation to/from and within the area. The triangle area as a whole is generally sloping downward from Pacific Highway and I-5 to Highway 217. The topography makes pedestrian and bicycle transportation more difficult. These conditions are worsened by incomplete bicycle and pedestrian systems within the Triangle. At the broadest level, options for improving access to the Tigard Triangle area fall into the following categories:

- Provide additional intersection and roadway capacity improvements to improve traffic operations at the boundary streets.
- Minimize additional roadway capacity infrastructure investment and focus on travel demand management (TDM) programs.
- Provide better facilities for alternative modes (transit, bicycles, pedestrians, etc.).
- Create a mix of critical additional capacity and implementing TDM programs.”¹

¹ Tigard 2035 Transportation System Plan, November 23, 2010, p. 5.73

Infrastructure Investments

As identified in the Tigard TSP: “Within the Triangle, the improvement projects include several capacity enhancements to existing roadways, extension of Atlanta Street to connect 68th Avenue and Dartmouth, and a new Highway 217 overcrossing connecting Hunziker Street to Hampton Street. The Atlanta Street extension and Hunziker Street overcrossing would provide needed additional circulation options for auto and non-auto modes of transportation within the Tigard Triangle. In addition, the Hunziker Street overcrossing would provide an additional access to the Tigard Triangle area from the south and west.

The plan also includes widening 72nd Avenue (arterial) and Dartmouth Street (collector) to five lanes. Without careful design of both facilities, these could end up functioning as a surrogate for I-5 travel and could become significant pedestrian and bicycle barriers within the Tigard Triangle. An initial step toward realizing these projects is a corridor study to review street cross sections and potential parallel routes.”²

Specific project considerations from the TSP for the Area are listed in Table 3 on the following page.

² Tigard 2035 Transportation System Plan, November 23, 1010, p. 5.74

Table 3 – Transportation Project Needs as Identified in the Tigard TSP

Name	Description	Time Frame	Cost Estimate
OR 217/72nd Avenue Interchange improvements	Complete interchange reconstruction with additional ramps and overcrossings	Near-term	\$19,500,000
Atlanta Street extension	Extend Atlanta Street west to Dartmouth Street	Mid-term	\$3,300,000
68th Avenue	Widen to 2/3 lanes between Dartmouth Street/I-5 Ramps and south end	Mid-term	\$10,000,000
72nd Avenue widening: ORE 99W to Dartmouth	Widen to 4/5 lanes	Mid-term	\$8,000,000
72nd Avenue widening: Dartmouth to Hunziker	Widen to 4/5 lanes, including bridge	Mid-term	\$7,000,000
Dartmouth Street widening	Complete 4/5-lane section from Costco to 72nd Avenue (small section missing in eastbound direction only)	Near-term	\$320,000
Dartmouth Street widening	Widen to 4 lanes plus turn lanes and sidewalks between 72nd Avenue and I-5 (68th Avenue)	Near-term	\$3,000,000
68th/Atlanta/Haines	Traffic signal and turn lanes where necessary	Near-term	\$500,000
68th Ave/Dartmouth Street	Install traffic signal and turn lanes where necessary	Near-term	\$500,000
72nd Ave/Dartmouth Street	Traffic signal and intersection widening	Near-term	\$1,100,000
Pacific Hwy/I-5 SB	Intersection improvements such as dual northbound through lanes on pacific highway and dual lanes for I-5 ramps to reduce confusion, congestion and related accidents	Near-term	\$5,000,000
Pacific Hwy/68th Ave	Intersection improvements such as added turn lanes, protected left-turns at 68th	Near-term	\$1,000,000
Pacific Hwy/72nd Ave	Intersection improvements such as added turn lanes, a southbound right turn pocket	Near-term	\$2,000,000
Pacific Hwy/Dartmouth St	Intersection improvements such as turn lanes and auxiliary lanes	Near-term	\$6,000,000

Source: City of Tigard Transportation System Plan

2. *Water*

Water is provided by the Tualatin Valley Water District (TVWD). The TVWD Capital Improvement Plan for the adopted 2015-17 budget lists one specific project in the Tigard Triangle Area.³ In general, improvements, such as replacement of aging infrastructure, are anticipated throughout the entire TVWD service area.

The one specific project in the Area is an upgrade to the Metzger North-South Transmission Line. TVWD needs to make various fire flow improvements based on their recent 2014 Master Plan. The project will provide a resiliency function to Tualatin Valley Fire & Rescue facilities and a key commercial area. It is estimated to include the installation of 6,000 feet of 18" transmission line. The area being served, which includes the Area and properties north of the Area in Metzger, expects further growth and development in future years.⁴

3. *Stormwater*

The city maintains the stormwater system in the Area. There are two concentrations of stormwater mains with the Area, including one in the vicinity of SW Dartmouth Street/SW Clinton Street/SW 68th Avenue/SW 69th Avenue and another at the southern corner of the Area. Although there are no identified improvement projects for the Area in capital improvement plans, future development will need to consider stormwater improvements. The majority of stormwater runoff from the Area drains into Red Rock Creek. This runoff scours the creek bed and undermines the sanitary sewer line located in the stream corridor. More information concerning the blighting conditions concerning stormwater are detailed in a memo from the City Engineer as follows:

"The city does not currently have a Stormwater Master Plan but is in the process of developing one, scheduled for completion summer of 2017. Initial work on the plan has included an identification of known issues, which are shown on the attached maps, Exhibits B and C respectively. [See Figures 3 and 4.] Issues are grouped into one of four categories, namely water quality, flooding, erosion, and maintainability. As the two maps show, issues in the Tigard Triangle are centered around Red Rock Creek, which serves as the main stormwater conveyance corridor for the area.

In addition to the known issues discussed above, the Department of Environmental Quality (DEQ) recently issued a new National Pollution Discharge Elimination System (NPDES) permit to Clean Water Services for storm water and sanitary sewer/treatment systems. The City of Tigard is a co-implementer of these permit requirements within city limits. As a result of the new permit, the city expects that the Stormwater Master Plan will need to include identification of capital projects and design standards that provide additional water quantity management throughout areas of the city, including the Triangle. The city currently plans to consider a regional approach to stormwater management in this area, similar to the approach used in River Terrace, which will require the acquisition of land or easements and construction of detention ponds and conveyance infrastructure. For the purposes of this

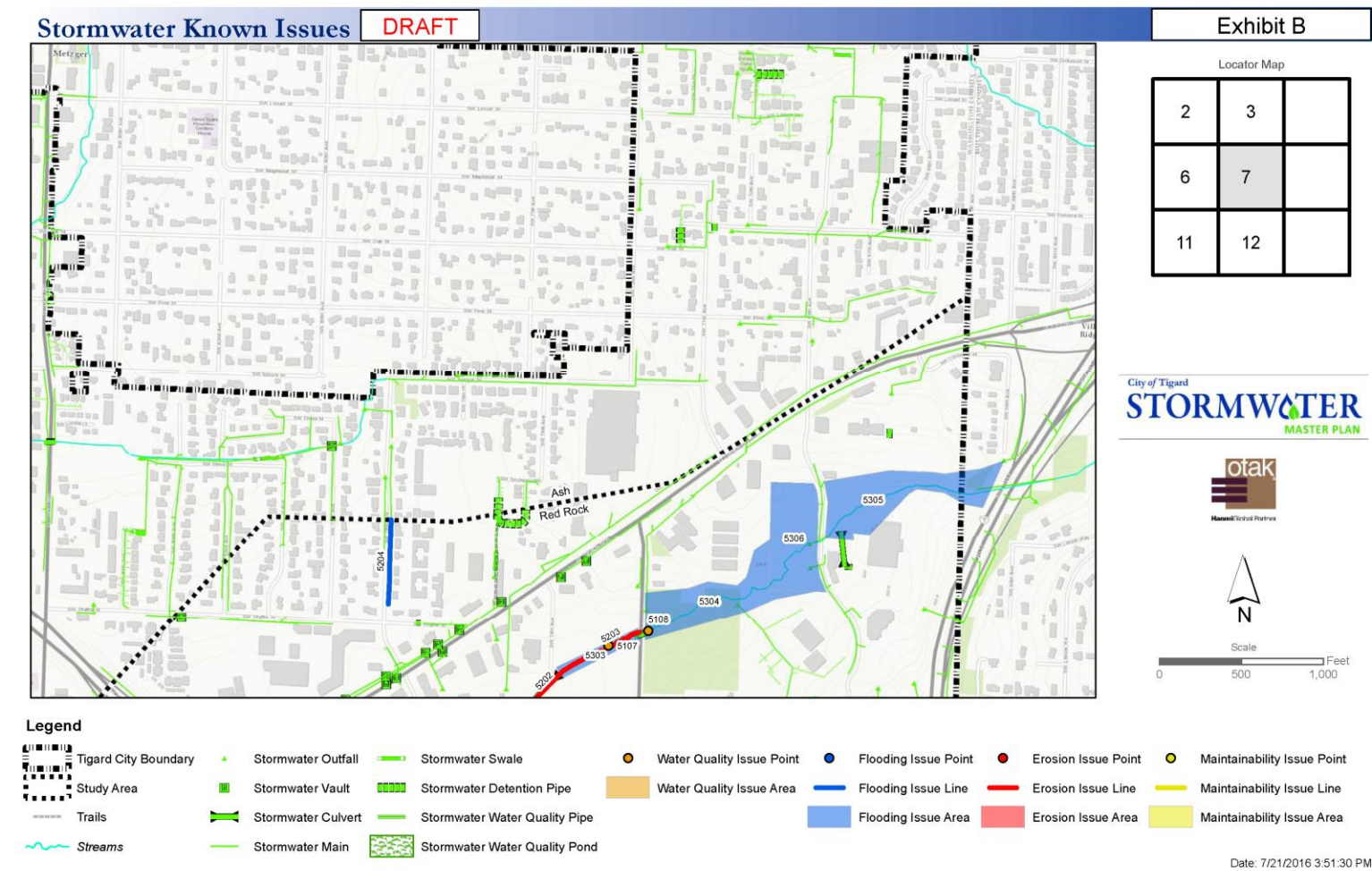
³ Tualatin Water District CIP Overview 2015-17 Budget, Section 17

⁴ Tualatin Valley Water District Adopted Capital Improvement Plan 2015-17, pg. 17-35

memo, the city will assume that at least three regional detention ponds will be needed in the Triangle area.”⁵

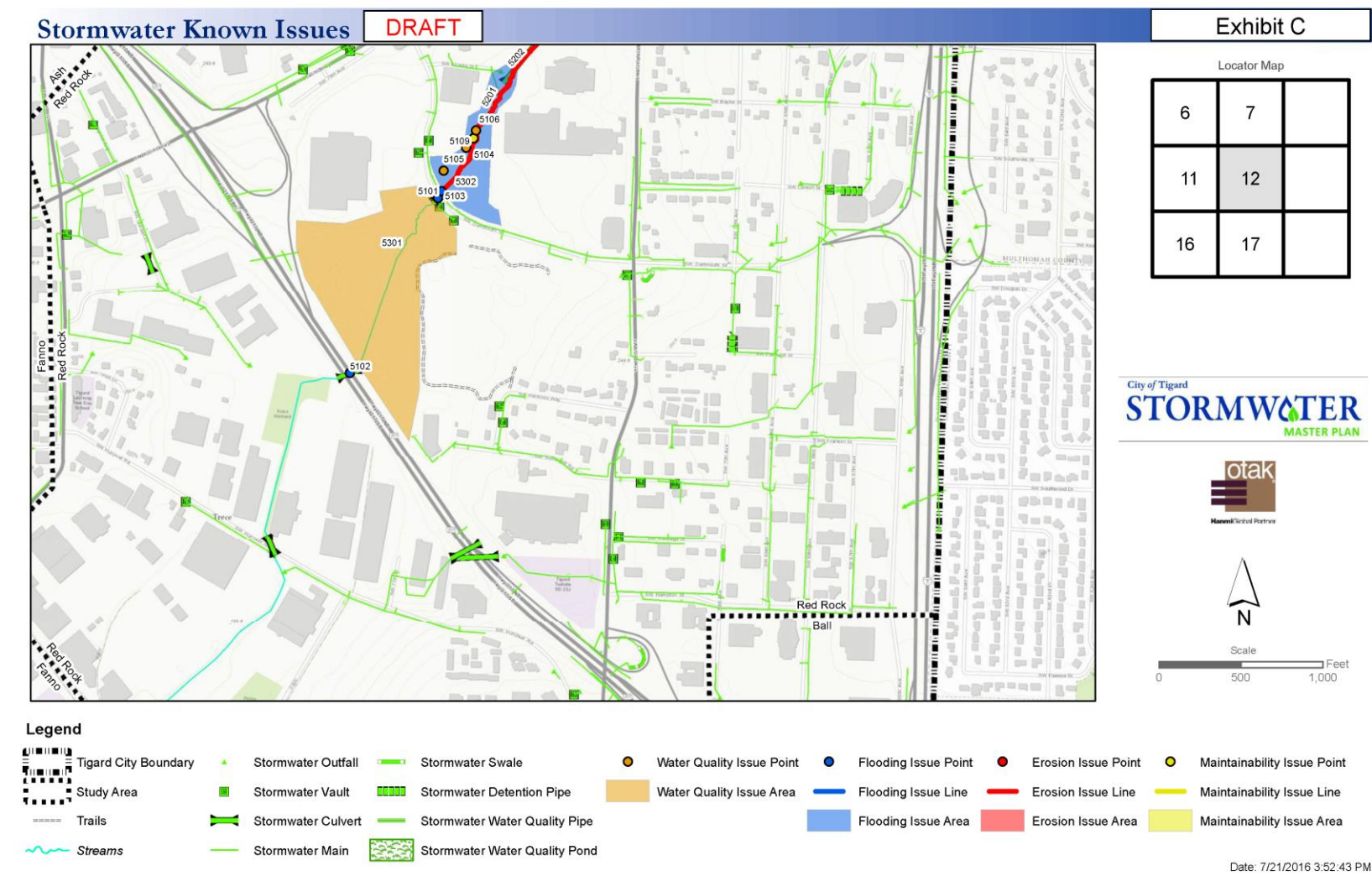
⁵ Memo Re: Existing Conditions in Tigard Triangle: Sewer and Stormwater, August 8, 2016

Figure 3 – Stormwater Issues



Source: City of Tigard memo on conditions 8/2016, Exhibit B

Figure 4 – Stormwater Issues



Source: City of Tigard memo on conditions 8/2016, Exhibit C

4. Sanitary Sewer

The city maintains the sanitary sewer system in the Area. Although there are no projects listed in the Five Year Capital Improvement Plan, there is acknowledgement that there are sanitary sewer needs in the Area. These needs have been documented in a memo from the City Engineer as follows:

“There are two areas in the Tigard Triangle that are not currently served by the public sewer system. These areas contain single-family residential uses on private septic systems that pre-date the area’s current zoning. Redevelopment of these areas would likely trigger the requirement to extend the nearby sewer mains and connect to the public sewer system. The city’s Sanitary Sewer Master Plan does not identify these as capital sewer projects because they are generally considered the responsibility of the property owner(s). One of the unsewered areas is around 69th Avenue north of Dartmouth, and the other area is around Elmhurst Street east of 72nd Avenue.

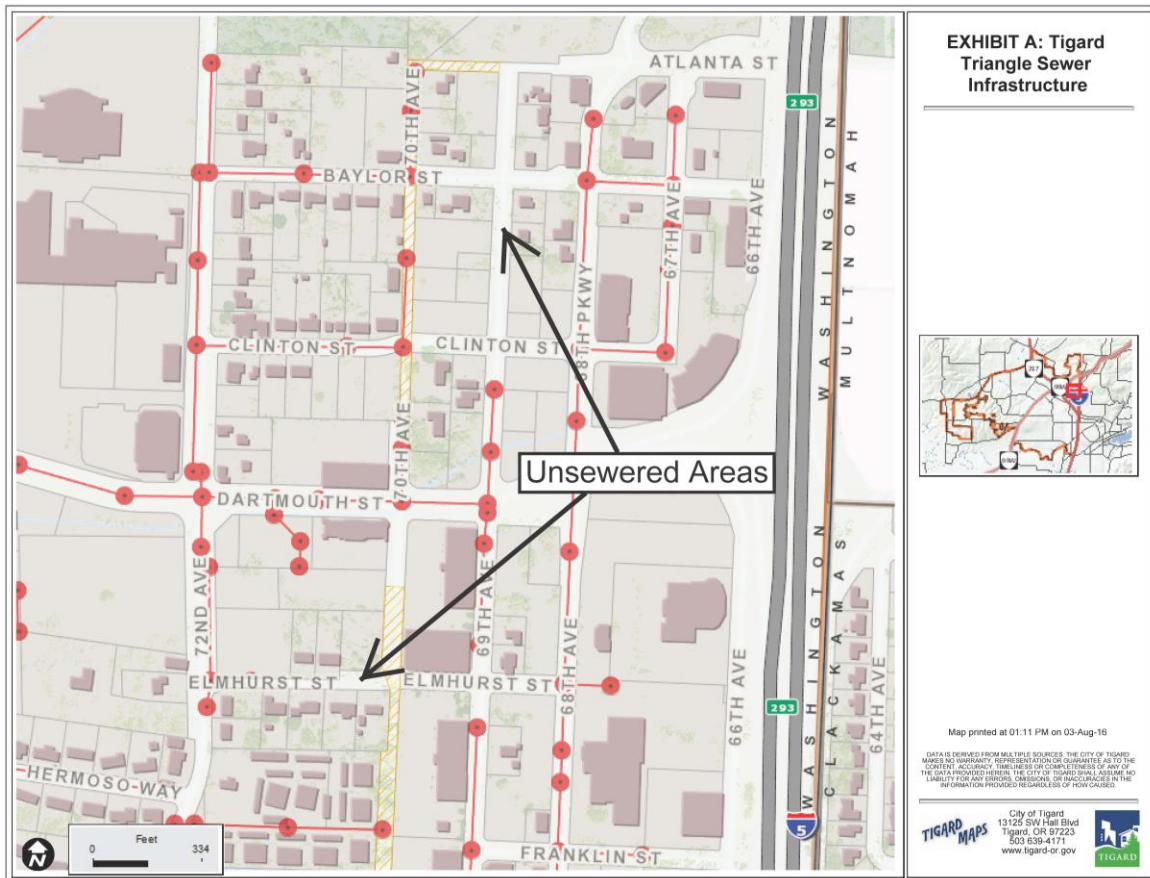
In addition to these unsewered areas, there is an existing sewer main that runs the length of Red Rock Creek corridor in the Tigard Triangle. This main has had two breaks in the recent past that have been caused by erosive storm water flows that have undercut the ground around the main. The city has completed emergency repairs but a permanent fix remains unfunded.”⁶

Figures 3 and 4 on the previous pages show where the sewer line in Red Rock Creek has been compromised. Line 5201 identifies the general area of erosion, and Points 5106 and 5107 identify the location of the two breaks and subsequent repairs.

Figure 5 on the following page shows the areas that are currently not served by the public sewer system.

⁶ Memo Re: Existing Conditions in Tigard Triangle: Sewer and Stormwater, August 8, 2016

Figure 5 – Sanitary Sewer Deficiencies



Source: City of Tigard memo on conditions 8/2016

5. Parks and Open Space

The Tigard Park System Master Plan provides the following information:

The level of service standard for community and neighborhood parks is 3 acres and 1.5 acres per 1000 persons respectively in Tigard. The existing level of service in Tigard for community and neighborhood parks is 2.24 acres and .77 acres per 1000 persons respectively.

Recommendations for park facilities in the Area are as follows:

- Address park and recreation needs for this area in the final Tigard Triangle Strategic Plan;
- Develop an on and off-street trail loop in the area with benches and other trail amenities; and
- Explore the potential for a small plaza with seating for employee breaks.⁷

⁷ Tigard Park System Master Plan, p. 59

The Tigard Triangle Strategic Plan augments the recommendations of the city's Park System Master Plan as follows:

- Develop two neighborhood parks in the Area. Consider opportunities for incorporating regional stormwater facilities within park locations
- Improve Red Rock Creek as both a natural and recreational amenity to make it a defining feature for the Triangle. A paved multi-use trail could connect this feature to the larger bicycle network.
- Locate parks and plazas in the central and southern parts of the Triangle to take advantage of existing trees and vegetation.⁸

6. Other Utilities

There is no fiber optic infrastructure in the Area.

⁸ Tigard Triangle Strategic Plan, p. 33-34

C. Social Conditions

Data from the US Census Bureau is used to identify social conditions in the Area. The geographies used by the Census Bureau to summarize data do not strictly conform to the Plan Area. As such, the Census Bureau geographies that most closely align to the Plan Area are used, which, in this case, is Block Group 1 of Census Tract 307. Within the Area, there are 14 tax lots shown as multifamily residential use. According to the US Census Bureau, American Community Survey (ACS) 2010-14, the block group has 579 residents, 91% of whom are white.

Table 4 – Race in the Area

Race	Number	Percent
White Alone	529	91%
Black or African American Alone	0	0%
American Indian and Alaska Native Alone	0	0%
Asian Alone	33	6%
Native Hawaiian and Other Pacific Islander Alone	6	1%
Some Other Race Alone	6	1%
Two or More races	5	1%
Total	579	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

The largest percentage of residents in the block group is between 25-34 years of age (20%).

Table 5 – Age in the Area

Age	Number	Percent
Under 5 Years	24	4%
5 to 9 Years	37	6%
10 to 14 Years	40	7%
15 to 17 Years	19	3%
18 to 24 Years	51	9%
25 to 34 Years	114	20%
35 to 44 Years	87	15%
45 to 54 Years	85	15%
55 to 64 Years	55	9%
65 to 74 Years	55	9%
75 to 84 Years	-	0%
85 Years and over	12	2%
Total	579	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

In the block group, 33% of adult residents have earned a bachelor's degree or higher. Another 27% have some college education without a degree, and another 29% have graduated from high school with no college experience.

Table 6 – Educational Attainment in the Area

Educational Attainment	Number	Percent
Less Than High School	45	11%
High School Graduate (includes equivalency)	117	29%
Some college	112	27%
Bachelor's degree	119	29%
Master's degree	0	0%
Professional school degree	0	0%
Doctorate degree	15	4%
Total	408	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

In the block group, 33% of commuters drove less than 10 minutes to work, and another 24% of commuters drove 10 to 19 minutes to work.

Table 7 – Travel Time to Work in the Area

Travel Time to Work	Number	Percent
Less than 10 minutes	111	36%
10 to 19 minutes	72	24%
20 to 29 minutes	55	18%
30 to 39 minutes	20	7%
40 to 59 minutes	15	5%
60 to 89 minutes	12	4%
90 or More minutes	5	2%
Worked at home	15	5%
Total	305	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

Of the means of transportation used to travel to work, the majority, 64%, drove alone with another 21% carpooling.

Table 8 – Means of Transportation to Work in the Area

Means of Transportation to Work	Number	Percent
Drove Alone	194	64%
Carpooled	65	21%
Public transportation (Includes Taxicab)	11	4%
Motorcycle	0	0%
Bicycle	0	0%
Walked	20	7%
Other means	0	0%
Worked at home	15	5%
Total	305	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Washington County Department of Assessment and Taxation for FYE 2016, including all real, personal, manufactured, and utility properties, is estimated to be \$413,798,185.

7. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 9 below shows the improvement to land ratios for properties within the Tigard Triangle Area. The majority of parcels in the area (53% of the acreage) have I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 41 parcels in the Area, totaling 16.68% of the acreage have I:L ratios of 2.0 or more in FYE 2016. In summary, the Area is underdeveloped and not contributing significantly to the tax base in Tigard.

Table 9 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Parcels	Acres	Percent of Acres
Exempt	18	21.82	5.70%
Condos	14	2.94	0.77%
No Improvement Value	47	41.09	10.73%
0.01-0.50	113	107.60	28.09%
0.51-1.00	43	55.51	14.49%
1.01-1.50	32	56.88	14.85%
1.51-2.00	19	33.28	8.69%
2.01-2.50	12	16.40	4.28%
2.51-3.00	13	30.41	7.94%
3.01-4.00	10	8.31	2.17%
> 4.00	6	8.79	2.29%
Total	327	383.04	100.00%

Source: Calculated by Tiberius Solutions LLC with data from Washington County Department of Assessment and Taxation (FYE 2016)

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are transportation; public utilities; public spaces, facilities and installations; and re/development assistance and partnership projects. The use of urban renewal funding for these projects allows the city to match other funding sources to construct the improvements. It also allows the city to tap into different funding source besides the City of Tigard general fund or system development charges (SDC) funds.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development would not occur were the infrastructure not upgraded. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the Area. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system will also assist in fire prevention to the Area.

The financial impacts from tax increment collections will be countered by providing future jobs in the Tigard Triangle Area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions, including the city.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area. The Area has been the focus of significant planning efforts over the years with the goal of transforming it from an underdeveloped area with substantial infrastructure deficiencies into an active, urban, multimodal, and mixed-use district. The Plan Overview Section in the Introduction to the Tigard Triangle Urban Renewal Plan provides additional background on why urban renewal was selected for this Area.

IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Infrastructure Improvements

1. **New Hwy 217 Overpass** – Extend Beveland Rd south over Hwy 217 to Hunziker/Wall with car, ped, and bike facilities.
Existing conditions: Currently Beveland Rd ends on the west side of 217 near Lowe’s Home Improvement, and there is no overpass or ped/bike facilities.
2. **New Street (74th Ave)** – Extend 74th Ave south from 99W to Hermoso or Beveland.
Existing conditions: Currently 74th Ave only exists between SW Spruce and SW Torchwood Streets, north of 99W; 74th Ave south of 99W does not exist.
3. **New Street (Atlanta St)** – Extend Atlanta St west from 69th Ave to Dartmouth or future 74th Ave.
Existing conditions: Currently Atlanta St has a westward boundary of SW 69th Ave.
4. **New Hwy I-5 Overpass (Beveland)** – Provide ped/bike bridge across Hwy I-5 from Beveland Rd to Southwood Dr.
Existing conditions: Currently Beveland has an eastward boundary of 68th Pkwy.
5. **New Hwy I-5 Overpass (Red Rock Creek)** – Provide pedestrian/bike bridge across Hwy I-5 between the Triangle and PCC Sylvania around location of Red Rock Creek.

Existing conditions: Currently there is no bike/pedestrian overpass in this location.

6. **Modified Intersection (Atlanta/68th)** – Install traffic signal and turn lanes where needed.

Existing conditions: Currently the Atlanta/68th intersection is a four way stop.

7. **Modified Intersection (99W/68th)** – Add protected left turn and transit improvements on 68th Pkwy at 99W.

Existing conditions: Currently the left turn on 68th Pkwy yields to oncoming traffic.

8. **Modified Streets (Various)** – Develop comfortable, interesting, and attractive streetscapes, especially along designated pedestrian streets.

Existing conditions: For the most part, the streets in the Area have limited or no pedestrian amenities and bike facilities.

9. **New Trail (Red Rock Creek)** – Build a trail along Red Rock Creek parallel to and south of 99W.

Existing conditions: No trail currently exists.

10. **New Streets (Various)** – Improve connectivity, circulation, and access with new or extended local streets.

Existing conditions: There is a lack of connectivity in the Area, with many parcels lacking internal local streets. Internally, the street network in the Triangle is somewhat of a grid, although some larger developments limit extending the street grid without impacts to either buildings or parking areas. The Triangle is also surrounded by highways, with primary access from OR 99W on the north side of the Triangle. The primary arterial through the Triangle is SW 72nd Avenue, linking OR 99W and OR 217. There is no direct access between downtown Tigard and the Triangle.⁹

11. **Modified Street (72nd Ave)** – Improve 72nd Ave corridor, including intersections/interchanges. Design dependent upon 72nd Ave Corridor Study recommendations.

Existing conditions: 72nd Ave is the primary arterial through the Area, linking OR 99W and OR 217. 72nd Ave does not have bicycle lanes or sidewalks on the full length of the street. The street is congested And is not comfortable, interesting, or attractive to pedestrians.

⁹ Tigard Triangle Strategic Plan, p. 6

12. **Modified Street (99W)** – Implement access management strategies and median projects in Hwy 99W Plan, including additional pedestrian crossing locations.

Existing conditions: Highway 99W is an arterial on the northern edge of the Area. It is currently without bike lanes. The number of trips and speed of vehicles makes it difficult to develop a pedestrian oriented environment.
13. **Modified Interchange (99W/Hwy 217)** – Add second left turn lane on Hwy 217 northbound ramp to 99W.

Existing conditions: Currently there is one left turn lane at this location. An additional turn lane would alleviate congestion at this interchange.
14. **Modified Signals (Various)** – Upgrade signals with adaptive signal coordination technology.

Existing conditions: Currently the signals in the Area have not been upgraded with adaptive signal technology.
15. **Parking Management Plan** – Develop a plan and implement strategies for managing parking.

Existing conditions: Currently there is no plan in place to manage or develop appropriate parking options to help facilitate the Area’s transitions into a dense, pedestrian-oriented, and mixed-use district.
16. **Transportation Study (Various)** – Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.

Existing conditions: Currently there is no study that provides this information.
17. **Stormwater/Sewer** – Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek that includes stormwater, sewer, and recreational needs.

Existing conditions: The city does not currently have a Stormwater Master Plan but is in the process of developing one. Initial work on the plan has included an identification of known issues, which are shown on Figures 4 and 5. Issues are grouped into one of four categories, namely water quality, flooding, erosion, and maintainability. As the two maps show, issues in the Tigard Triangle are centered around Red Rock Creek, which serves as the main stormwater conveyance corridor for the area.
18. **Stormwater** – Construct approximately three regional stormwater facilities to meet new DEQ regulations for water quantity management.

Existing conditions: The stormwater facilities in the Area are described in the physical conditions section of this Report and shown in Figures 4 and 5. They are presently deficient.

19. **Sewer** – Extend public sewer system to areas served by private septic systems.

Existing conditions: There are two areas in the Tigard Triangle that are not currently served by the public sewer system. These areas contain single-family residential uses on private septic systems that pre-date the area's current zoning. Redevelopment of these areas would likely trigger the requirement to extend the nearby sewer mains and connect to the public sewer system. The city's Sanitary Sewer Master Plan does not identify these as capital sewer projects because they are generally considered the responsibility of the property owner(s). See Figure 5 for a map showing the unsewered areas. One area is around 69th Ave north of Dartmouth, and the other area is around Elmhurst St. east of 72nd Ave. These are shown on Figure 6 of this Report.

20. **Stormwater/Sewer** – Permanently fix compromised sewer lines in Red Rock Creek and restore creek channel and riparian buffer.

Existing conditions: There is an existing sewer main that runs the length of the Red Rock Creek corridor in the Tigard Triangle. This main has had two breaks in the recent past that have been caused by erosive stormwater flows that have undercut the ground around the main. The city has completed emergency repairs but a permanent fix remains unfunded. See Figures 3 and 4 for two maps showing the areas of concern. Line 5201 identifies the general area of erosion, and Points 5106 and 5107 identify the location of the two breaks and subsequent repairs.

21. **Water** – Install new water mains as needed.

Existing conditions: The TVWD Capital Improvement Plan for the adopted 2015-17 budget lists one specific project in the Tigard Triangle Area¹⁰, which is to increase the pipe size of the Metzger North-South Transmission Line to improve fire flow and provide additional capacity for future development. In general, improvements, such as replacement of aging infrastructure, are anticipated throughout the entire TVWD service area.

22. **Public Spaces, Facilities, and Installations** – Create a clear identity for the Triangle as a fun and diverse place to live and visit through the development of parks, plazas, greenways, public restrooms, recreational facilities, public art, wayfinding, gateway installations, and/or district signage.

Existing conditions: There is currently no funding to do these improvements.

23. **Re/Development Assistance and Partnerships** – Provides assistance to new and existing businesses and housing developments through façade improvement grants/loans, streetscape improvements, technical/code/fee assistance, site

¹⁰ Tualatin Water District CIP Overview 2015-17 Budget, Section 17

assembly, site cleanup/preparation, site acquisition, and/or partnerships that facilitate housing and mixed-use developments.

Existing conditions: There is currently no funding to do these activities.

24. **Finance Fees and Administration** - This project will allow for the repayment of costs associated with the implementation of the Tigard Triangle Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs.

Existing Conditions: As there is currently no urban renewal program in this Area, these activities do not exist.

V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The total urban renewal fund expenditures for all proposed projects by category are shown in Table 10a. Individual projects and cost estimates are shown in Table 10b. All cost estimates shown are the most current figures available at the time of the preparation of the Plan.

The Plan assumes that the city will seek out other funding sources to pay for many of the urban renewal projects listed and use urban renewal funds as leverage. These sources include City of Tigard general funds and system development charges. The city may also pursue regional, County, State, and federal funding and private developer contributions.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 10a – Projects to be Completed Using Urban Renewal Funds by Category

Project Funding Categories	Expenditures		Percent Allocations
	(nominal \$)	(constant \$)	
Transportation	(\$87,803,000)	(\$40,000,000)	42%
Public Utilities	(\$21,410,600)	(\$13,000,000)	14.25%
Public Spaces, Facilities, and Installations	(\$30,369,400)	(\$15,000,000)	16%
Re/Development Assistance and Partnerships	(\$39,211,300)	(\$22,000,000)	23%
Project Administration	(\$6,607,100)	(\$3,500,000)	3.7%
Finance Fees	(\$1,648,100)	(\$1,000,000)	1.05%
Total Expenditures	(\$187,049,500)	(\$94,500,000)	100%

Source: City of Tigard, Tiberius Solutions LLC forecasts

Table 10b – Projects to be Completed Using Urban Renewal Funds

Project Number	Project Type	Project Description	Total Cost Estimate	Proposed URA Funding in \$M
1	New Hwy 217 Overpass (Beveland)	Extend Beveland Rd south over Hwy 217 to Hunziker Rd/Wall St area with car, ped, and bike facilities.	50	5
2	New Street (74th Ave)	Extend 74th Ave south from 99W to Hermoso Way or Beveland Rd.	5	5
3	New Street (Atlanta)	Extend Atlanta St west from 69th Ave to Dartmouth St or future 74th Ave.	4	3
4	New Hwy I-5 Overpass (Beveland)	Provide ped/bike bridge across Hwy I-5 from Beveland Rd to Southwood Dr.	6	1
5	New Hwy I-5 Overpass (Red Rock Creek)	Provide ped/bike bridge across Hwy I-5 between the Triangle and PCC Sylvania around location of Red Rock Creek.	6	1
6	Modified Intersection (Atlanta/68th)	Install traffic signal and turn lanes where needed at Atlanta St/68th Ave intersection.	0.5	0.5
7	Modified Intersection (99W/68th)	Add protected left turn and transit improvements on 68th Pkwy at 99W.	4	1
8	Modified Streets	Develop comfortable, interesting, and attractive streetscapes throughout the Area, especially along designated pedestrian streets.	TBD	3.5
9	New Trail (Red Rock Creek)	Build a new trail along Red Rock Creek parallel to and south of 99W.	3	3
10	New Streets	Improve connectivity, circulation, and access throughout the Area with new or extended local streets.	5	4
11	Modified Street (72nd Ave)	TBD. Improve 72nd Ave corridor, including intersections/interchanges. Dependent on 72nd Ave Corridor Study recommendations.	TBD	8
12	Modified Street (99W)	Implement access management strategies and median projects in Hwy 99W Plan, including additional pedestrian crossing locations.	TBD	0.6
13	Modified Interchange (99W/Hwy 217)	Add second left turn lane on Hwy 217 northbound ramp to 99W.	3	0.6
14	Modified Signals	Upgrade signals throughout the Area with adaptive signal coordination technology.	1.2	0.3
15	Parking Management Plan	Develop a plan and implement strategies for managing parking.	TBD	3
16	Transportation Study	Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization	0.5	0.5

Source: City of Tigard, Tiberius Solutions LLC forecasts

Table 10b – Projects to be Completed Using Urban Renewal Funds, page 2

Project Number	Project Type	Project Description	Total Cost Estimate	Proposed URA Funding
17	Stormwater/Sewer	Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek that addresses stormwater, sewer, and recreational needs.	0.3	0.3
18	Stormwater	Construct approximately three regional stormwater facilities to meet new DEQ regulations for water quantity management.	TBD	8.2
19	Sewer	Extend public sewer system to areas served by private septic systems.	5	1
20	Stormwater/Sewer	Permanently fix compromised sewer lines in Red Rock Creek and restore creek channel and riparian buffer.	3	3
21	Water	Install new water mains as needed.	4	0.5
22	Public Spaces, Facilities, and Installations	Creates a clear identity for the Triangle as a fun and diverse place to live and visit through the development of parks, plazas, greenways, public restrooms, recreational facilities, public art, wayfinding, gateway installations, and/or district signage.	TBD	15
23	Re/Development Assistance and Partnerships	Provides assistance to new and existing businesses and housing developments through façade improvement grants/loans, streetscape improvements, technical/code/fee assistance, site assembly, site clean-up/preparation, site acquisition, and/or partnerships that facilitate housing and mixed-use developments.	TBD	22
24	Finance Fees and Plan Administration	Allows for repayment of costs associated with implementation of the Tigard Triangle Urban Renewal Plan. Includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs, and other administrative costs.	4.5	4.5
	Total		TBD	\$94.50

Source: City of Tigard, Tiberius Solutions LLC forecasts

1. Project Cost Estimate Notes

Transportation project estimates (Projects 1 – 16) were developed by City of Tigard staff and utilized a number of relevant sources, including but not limited to cost estimates in the Tigard Transportation System Plan and Tigard Triangle Strategic Plan and itemized bids from recent capital improvement projects. The cost estimate for Project 17 came from the city’s 2016-17 Capital Improvement Plan (CIP). Since the CIP estimate did not include a sewer component, the City Engineer advised increasing this estimate by \$100,000. The cost estimate for Project 18 was extrapolated from regional stormwater facility estimates developed for the River Terrace Stormwater Master Plan. Since these estimates included land value assumptions for rural land, the city’s Economic Development Manager advised doubling these land value assumptions in order to better reflect the cost of acquiring land in a more urbanized area. Cost estimates for Projects 19 and 21 came from the Tigard Triangle Strategic Plan. These estimates were for general water and sewer system upgrades and did not contemplate any specific project. Lastly, the cost estimate for Project 20 was developed by the City Engineer after reviewing a number of similar stream restoration/sewer stabilization projects of varying scopes that were recently completed by the city.

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Rather than identify the specific timing and dollar amount of individual projects, the forecast for the allocation of funding over time is shown for four broad categories of projects: transportation; public utilities; public spaces, facilities, and installations; and re/development assistance and partnerships. Annual expenditures for project administration and finance fees are also shown.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the district in FYE 2053. The projections in the financial model assume 4.5% annual growth in the assessed value of real property in the urban renewal area, and no change in the value of personal, utility, or manufactured property value.

Estimated annual expenditures by project category are shown in Table 11. All costs shown in Table 11 are in year-of-expenditure dollars, which are adjusted by 3% annually to account for inflation. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The first year of tax increment collections is anticipated to be FYE 2019.

Table 11 – Projects and Costs in Year of Expenditure Dollars

<i>PROJECT FUND</i>		2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Resources									
Beginning Fund Balance		\$0	\$189	\$9,051	\$12,808	\$18,545	\$22,168	\$21,306	\$26,804
Pay-as-you-go (Transfer from TIF Fund)	\$167,538,676	\$382,689	\$195,861	\$409,412	\$632,573	\$420,430	\$664,127	\$918,791	\$671,361
Bond/Loan Proceeds	\$73,525,000	\$0	\$4,875,000	\$0	\$0	\$5,550,000	\$0	\$0	\$6,400,000
Interest Earnings	\$264,968	\$0	\$1	\$45	\$64	\$93	\$111	\$107	\$134
Total Resources	\$241,328,644	\$382,689	\$5,071,051	\$418,508	\$645,445	\$5,989,068	\$686,406	\$940,204	\$7,098,299
Expenditures (nominal \$)									
Project Administration	-\$6,607,100	-\$109,300	-\$112,600	-\$115,900	-\$119,400	-\$123,000	-\$126,700	-\$130,500	-\$134,400
Transportation	-\$87,803,000		-\$2,251,000			-\$1,229,900		-\$652,400	-\$3,359,800
Utilities	-\$21,410,600		-\$337,700			-\$3,689,700			-\$1,343,900
Public Spaces, Facilities, and Installations	-\$30,369,400		-\$1,125,500						-\$1,343,900
Re/Development Assistance and Partnerships	-\$39,211,300	-\$273,200	-\$1,125,500	-\$289,800	-\$507,500	-\$799,400	-\$538,400	-\$130,500	-\$739,100
Finance Fees	-\$1,648,100		-\$109,700			-\$124,900			-\$144,000
Total Expenditures	-\$187,049,500	-\$382,500	-\$5,062,000	-\$405,700	-\$626,900	-\$5,966,900	-\$665,100	-\$913,400	-\$7,065,100
Ending Fund Balance		\$189	\$9,051	\$12,808	\$18,545	\$22,168	\$21,306	\$26,804	\$33,199

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 2

<i>PROJECT FUND</i>	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35
<i>Resources</i>									
Beginning Fund Balance	\$33,199	\$13,925	\$6,569	\$7,219	\$4,829	\$22,866	\$34,766	\$6,583	\$8,013
Pay-as-you-go (Transfer from TIF Fund)	\$949,460	\$1,240,074	\$966,017	\$1,283,374	\$1,615,013	\$1,303,586	\$1,665,743	\$2,044,197	\$1,678,428
Bond/Loan Proceeds	\$0	\$0	\$7,200,000	\$0	\$0	\$8,200,000	\$0	\$0	\$9,200,000
Interest Earnings	\$166	\$70	\$33	\$36	\$24	\$114	\$174	\$33	\$40
Total Resources	\$982,825	\$1,254,069	\$8,172,619	\$1,290,629	\$1,619,866	\$9,526,566	\$1,700,683	\$2,050,813	\$10,886,481
<i>Expenditures (nominal \$)</i>									
Project Administration	-\$138,400	-\$142,600	-\$146,900	-\$151,300	-\$155,800	-\$160,500	-\$165,300	-\$170,200	-\$175,400
Transportation					-\$779,000	-\$8,023,500			
Utilities			-\$2,937,000						-\$5,260,500
Public Spaces, Facilities, and Installations			-\$2,716,700						-\$3,507,000
Re/Development Assistance and Partnerships	-\$830,500	-\$1,104,900	-\$2,202,800	-\$1,134,500	-\$662,200	-\$1,123,300	-\$1,528,800	-\$1,872,600	-\$1,709,700
Finance Fees			-\$162,000			-\$184,500			-\$207,000
Total Expenditures	-\$968,900	-\$1,247,500	-\$8,165,400	-\$1,285,800	-\$1,597,000	-\$9,491,800	-\$1,694,100	-\$2,042,800	-\$10,859,600
Ending Fund Balance	\$13,925	\$6,569	\$7,219	\$4,829	\$22,866	\$34,766	\$6,583	\$8,013	\$26,881

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 3

<i>PROJECT FUND</i>	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44
Resources									
Beginning Fund Balance	\$26,881	\$41,724	\$7,622	\$5,952	\$28,697	\$41,240	\$14,770	\$5,568	\$43,085
Pay-as-you-go (Transfer from TIF Fund)	\$2,091,709	\$2,523,589	\$2,116,792	\$2,588,415	\$2,442,000	\$2,957,024	\$3,495,224	\$2,986,089	\$3,573,817
Bond/Loan Proceeds	\$0	\$0	\$9,300,000	\$0	\$10,200,000	\$0	\$0	\$12,600,000	\$0
Interest Earnings	\$134	\$209	\$38	\$30	\$143	\$206	\$74	\$28	\$215
Total Resources	\$2,118,724	\$2,565,522	\$11,424,452	\$2,594,397	\$12,670,840	\$2,998,470	\$3,510,068	\$15,591,685	\$3,617,117
Expenditures (nominal \$)									
Project Administration	-\$180,600	-\$186,000	-\$191,600	-\$197,400	-\$203,300	-\$209,400	-\$215,700	-\$222,100	-\$228,800
Transportation			-\$9,580,500			-\$680,500	-\$1,132,200	-\$9,051,800	-\$2,802,700
Utilities					-\$4,065,600			-\$3,776,200	
Public Spaces, Facilities, and Installations					-\$6,098,400				
Re/Development Assistance and Partnerships	-\$1,896,400	-\$2,371,900	-\$1,437,100	-\$2,368,300	-\$2,032,800	-\$2,093,800	-\$2,156,600	-\$2,221,300	-\$572,000
Finance Fees			-\$209,300		-\$229,500			-\$277,200	
Total Expenditures	-\$2,077,000	-\$2,557,900	-\$11,418,500	-\$2,565,700	-\$12,629,600	-\$2,983,700	-\$3,504,500	-\$15,548,600	-\$3,603,500
Ending Fund Balance	\$41,724	\$7,622	\$5,952	\$28,697	\$41,240	\$14,770	\$5,568	\$43,085	\$13,617

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 4

<i>PROJECT FUND</i>	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53
Resources									
Beginning Fund Balance	\$13,617	\$18,878	\$22,531	\$36,699	\$56,713	\$58,891	\$39,254	\$62,436	\$60,831
Pay-as-you-go (Transfer from TIF Fund)	\$4,187,993	\$5,343,359	\$6,014,055	\$6,714,931	\$8,025,094	\$8,790,469	\$9,590,286	\$11,084,083	\$11,957,502
Bond/Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$68	\$94	\$113	\$183	\$284	\$294	\$196	\$312	\$304
Total Resources	\$4,201,678	\$5,362,331	\$6,036,699	\$6,751,813	\$8,082,091	\$8,849,654	\$9,629,736	\$11,146,831	\$12,018,637
Expenditures (nominal \$)									
Project Administration	-\$235,700	-\$242,700	-\$250,000	-\$257,500	-\$265,200	-\$273,200	-\$281,400	-\$289,800	-\$298,500
Transportation		-\$4,490,300		-\$5,793,800		-\$7,990,800	-\$8,723,100	-\$10,216,500	-\$11,045,200
Utilities									
Public Spaces, Facilities, and Installations	-\$3,358,000		-\$5,125,000		-\$7,094,900				
Re/Development Assistance and Partnerships	-\$589,100	-\$606,800	-\$625,000	-\$643,800	-\$663,100	-\$546,400	-\$562,800	-\$579,700	-\$671,700
Finance Fees									
Total Expenditures	-\$4,182,800	-\$5,339,800	-\$6,000,000	-\$6,695,100	-\$8,023,200	-\$8,810,400	-\$9,567,300	-\$11,086,000	-\$12,015,400
Ending Fund Balance	\$18,878	\$22,531	\$36,699	\$56,713	\$58,891	\$39,254	\$62,436	\$60,831	\$3,237

Source: Tiberius Solutions LLC

VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 12 shows the allocation of tax increment revenues to debt service and transfers to the project fund.

It is anticipated that all debt will be retired by FYE 2053 (any outstanding bonds will be defeased). The maximum indebtedness is \$188,000,000 (one hundred and eighty-eight million dollars).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$188 million is \$278,560,738 and is made up of tax increment revenues from permanent rate levies.

The interest rate for the loans and bonds are estimated at 5% with varying terms. The assumed financing plan maintains a debt service coverage ratio of at least 1.5 x total annual debt service payments.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table 12 – Tax Increment Revenues and Allocations to Debt Service

	Total	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
DEBT SERVICE FUND									
Resources									
Beginning Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$278,560,738	\$382,689	\$587,044	\$800,595	\$1,023,756	\$1,256,959	\$1,500,656	\$1,755,320	\$2,021,443
Total Resources	\$278,560,738	\$382,689	\$587,044	\$800,595	\$1,023,756	\$1,256,959	\$1,500,656	\$1,755,320	\$2,021,443
Expenditures									
<i>Debt Service</i>									
New Loan 2020	-\$7,823,660		-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183
New Loan 2023	-\$8,906,920					-\$445,346	-\$445,346	-\$445,346	-\$445,346
New Loan 2026	-\$10,271,060								-\$513,553
New Loan 2029	-\$11,554,940								
New Loan 2032	-\$13,159,780								
New Loan 2035	-\$14,463,826								
New Loan 2038	-\$13,729,760								
New Loan 2040	-\$14,426,216								
New Loan 2043	-\$16,685,900								
Total Debt Service	-\$111,022,062	\$0	-\$391,183	-\$391,183	-\$391,183	-\$836,529	-\$836,529	-\$836,529	-\$1,350,082
Coverage Ratio		\$0	\$2	\$2	\$3	\$2	\$2	\$2	\$1
<i>Transfer to Project Fund</i>	-\$167,538,676	-\$382,689	-\$195,861	-\$409,412	-\$632,573	-\$420,430	-\$664,127	-\$918,791	-\$671,361
Total Expenditures	-\$278,560,738	-\$382,689	-\$587,044	-\$800,595	-\$1,023,756	-\$1,256,959	-\$1,500,656	-\$1,755,320	-\$2,021,443
Ending Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining		-\$111,022,062	-\$110,630,879	-\$110,239,696	-\$109,848,513	-\$109,011,984	-\$108,175,455	-\$107,338,926	-\$105,988,844
TIF Sufficient to Pay Off D/S		NO	NO	NO	NO	NO	NO	NO	NO

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 2

	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35
DEBT SERVICE FUND									
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$2,299,542	\$2,590,156	\$2,893,846	\$3,211,203	\$3,542,842	\$3,889,404	\$4,251,561	\$4,630,015	\$5,025,500
Total Resources	\$2,299,542	\$2,590,156	\$2,893,846	\$3,211,203	\$3,542,842	\$3,889,404	\$4,251,561	\$4,630,015	\$5,025,500
Expenditures									
<i>Debt Service</i>									
New Loan 2020	-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183	-\$391,183
New Loan 2023	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346
New Loan 2026	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553
New Loan 2029			-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747
New Loan 2032						-\$657,989	-\$657,989	-\$657,989	-\$657,989
New Loan 2035									-\$761,254
New Loan 2038									
New Loan 2040									
New Loan 2043									
Total Debt Service	-\$1,350,082	-\$1,350,082	-\$1,927,829	-\$1,927,829	-\$1,927,829	-\$2,585,818	-\$2,585,818	-\$2,585,818	-\$3,347,072
Coverage Ratio	\$2	\$2	\$2	\$2	\$2	\$2	\$2	\$2	\$2
<i>Transfer to Project Fund</i>	-\$949,460	-\$1,240,074	-\$966,017	-\$1,283,374	-\$1,615,013	-\$1,303,586	-\$1,665,743	-\$2,044,197	-\$1,678,428
Total Expenditures	-\$2,299,542	-\$2,590,156	-\$2,893,846	-\$3,211,203	-\$3,542,842	-\$3,889,404	-\$4,251,561	-\$4,630,015	-\$5,025,500
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining	-\$104,638,762	-\$103,288,680	-\$101,360,851	-\$99,433,022	-\$97,505,193	-\$94,919,375	-\$92,333,557	-\$89,747,739	-\$86,400,667
TIF Sufficient to Pay Off D/S	NO	NO	NO	NO	NO	NO	NO	NO	NO

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 3

	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44
DEBT SERVICE FUND									
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$5,438,781	\$5,870,661	\$6,321,974	\$6,793,597	\$7,286,443	\$7,801,467	\$8,339,667	\$8,902,086	\$9,489,814
Total Resources	\$5,438,781	\$5,870,661	\$6,321,974	\$6,793,597	\$7,286,443	\$7,801,467	\$8,339,667	\$8,902,086	\$9,489,814
Expenditures									
<i>Debt Service</i>									
New Loan 2020	-\$391,183	-\$391,183	-\$391,183	-\$391,183					
New Loan 2023	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346	-\$445,346		
New Loan 2026	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553	-\$513,553
New Loan 2029	-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747	-\$577,747
New Loan 2032	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989
New Loan 2035	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254
New Loan 2038			-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110
New Loan 2040					-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444
New Loan 2043								-\$1,516,900	-\$1,516,900
Total Debt Service	-\$3,347,072	-\$3,347,072	-\$4,205,182	-\$4,205,182	-\$4,844,443	-\$4,844,443	-\$4,844,443	-\$5,915,997	-\$5,915,997
Coverage Ratio	\$2	\$2	\$2	\$2	\$2	\$2	\$2	\$2	\$2
<i>Transfer to Project Fund</i>	-\$2,091,709	-\$2,523,589	-\$2,116,792	-\$2,588,415	-\$2,442,000	-\$2,957,024	-\$3,495,224	-\$2,986,089	-\$3,573,817
Total Expenditures	-\$5,438,781	-\$5,870,661	-\$6,321,974	-\$6,793,597	-\$7,286,443	-\$7,801,467	-\$8,339,667	-\$8,902,086	-\$9,489,814
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining	-\$83,053,595	-\$79,706,523	-\$75,501,341	-\$71,296,159	-\$66,451,716	-\$61,607,273	-\$56,762,830	-\$50,846,833	-\$44,930,836
TIF Sufficient to Pay Off D/S	NO	NO	NO	NO	NO	NO	NO	NO	NO

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 4

	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53
DEBT SERVICE FUND									
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$10,103,990	\$10,745,803	\$11,416,499	\$12,117,375	\$12,849,791	\$13,615,166	\$14,414,983	\$15,250,791	\$16,124,210
Total Resources	\$10,103,990	\$10,745,803	\$11,416,499	\$12,117,375	\$12,849,791	\$13,615,166	\$14,414,983	\$15,250,791	\$16,124,210
Expenditures									
<i>Debt Service</i>									
New Loan 2020									
New Loan 2023									
New Loan 2026	-\$513,553								
New Loan 2029	-\$577,747	-\$577,747	-\$577,747	-\$577,747					
New Loan 2032	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989	-\$657,989		
New Loan 2035	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254	-\$761,254
New Loan 2038	-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110	-\$858,110
New Loan 2040	-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444	-\$1,030,444
New Loan 2043	-\$1,516,900	-\$1,516,900	-\$1,516,900	-\$1,516,900	-\$1,516,900	-\$1,516,900	-\$1,516,900	-\$1,516,900	-\$1,516,900
Total Debt Service	-\$5,915,997	-\$5,402,444	-\$5,402,444	-\$5,402,444	-\$4,824,697	-\$4,824,697	-\$4,824,697	-\$4,166,708	-\$4,166,708
Coverage Ratio	\$2	\$2	\$2	\$2	\$3	\$3	\$3	\$4	\$4
<i>Transfer to Project Fund</i>	-\$4,187,993	-\$5,343,359	-\$6,014,055	-\$6,714,931	-\$8,025,094	-\$8,790,469	-\$9,590,286	-\$11,084,083	-\$11,957,502
Total Expenditures	-\$10,103,990	-\$10,745,803	-\$11,416,499	-\$12,117,375	-\$12,849,791	-\$13,615,166	-\$14,414,983	-\$15,250,791	-\$16,124,210
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining	-\$39,014,839	-\$33,612,395	-\$28,209,951	-\$22,807,507	-\$17,982,810	-\$13,158,113	-\$8,333,416	-\$4,166,708	\$0
TIF Sufficient to Pay Off D/S	NO	NO	NO	NO	NO	NO	NO	NO	YES

Source: Tiberius Solutions LLC

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2053, as shown above, are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. The assumptions include assumed growth in assessed value of 4.5% for real property, derived from a combination of appreciation of existing property values and new construction. No change in value for personal, utility, and manufactured property is assumed.

Table 13 shows the projected incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, delinquencies, and compression losses. These projections of increment are the basis for the projections in Tables 11 and 12. The first year of tax increment collections is FYE 2019. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies which would not be impacted by this Plan.

Table 13 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Tax Increment Finance Revenue			
					Gross TIF	Adjustments	Net TIF	Cumulative TIF
2019	\$463,541,305	\$429,654,966	\$33,886,339	11.8877	402,831	(20,142)	382,689	382,689
2020	\$481,636,527	\$429,654,966	\$51,981,561	11.8877	617,941	(30,897)	587,044	969,733
2021	\$500,546,034	\$429,654,966	\$70,891,068	11.8877	842,732	(42,137)	800,595	1,770,328
2022	\$520,306,469	\$429,654,966	\$90,651,503	11.8877	1,077,638	(53,882)	1,023,756	2,794,084
2023	\$540,956,123	\$429,654,966	\$111,301,157	11.8877	1,323,115	(66,156)	1,256,959	4,051,043
2024	\$562,535,012	\$429,654,966	\$132,880,046	11.8877	1,579,638	(78,982)	1,500,656	5,551,699
2025	\$585,084,951	\$429,654,966	\$155,429,985	11.8877	1,847,705	(92,385)	1,755,320	7,307,019
2026	\$608,649,637	\$429,654,966	\$178,994,671	11.8877	2,127,835	(106,392)	2,021,443	9,328,462
2027	\$633,274,734	\$429,654,966	\$203,619,768	11.8877	2,420,571	(121,029)	2,299,542	11,628,004
2028	\$659,007,960	\$429,654,966	\$229,352,994	11.8877	2,726,480	(136,324)	2,590,156	14,218,160
2029	\$685,899,181	\$429,654,966	\$256,244,215	11.8877	3,046,154	(152,308)	2,893,846	17,112,006
2030	\$714,000,507	\$429,654,966	\$284,345,541	11.8877	3,380,214	(169,011)	3,211,203	20,323,209
2031	\$743,366,393	\$429,654,966	\$313,711,427	11.8877	3,729,307	(186,465)	3,542,842	23,866,051
2032	\$774,053,744	\$429,654,966	\$344,398,778	11.8877	4,094,109	(204,705)	3,889,404	27,755,455
2033	\$806,122,026	\$429,654,966	\$376,467,060	11.8877	4,475,327	(223,766)	4,251,561	32,007,016
2034	\$839,633,380	\$429,654,966	\$409,978,414	11.8877	4,873,700	(243,685)	4,630,015	36,637,031
2035	\$874,652,745	\$429,654,966	\$444,997,779	11.8877	5,290,000	(264,500)	5,025,500	41,662,531
2036	\$911,247,982	\$429,654,966	\$481,593,016	11.8877	5,725,033	(286,252)	5,438,781	47,101,312
2037	\$949,490,004	\$429,654,966	\$519,835,038	11.8877	6,179,643	(308,982)	5,870,661	52,971,973
2038	\$989,452,917	\$429,654,966	\$559,797,951	11.8877	6,654,710	(332,736)	6,321,974	59,293,947
2039	\$1,031,214,161	\$429,654,966	\$601,559,195	11.8877	7,151,155	(357,558)	6,793,597	66,087,544
2040	\$1,074,854,661	\$429,654,966	\$645,199,695	11.8877	7,669,940	(383,497)	7,286,443	73,373,987
2041	\$1,120,458,984	\$429,654,966	\$690,804,018	11.8877	8,212,071	(410,604)	7,801,467	81,175,454
2042	\$1,168,115,501	\$429,654,966	\$738,460,535	11.8877	8,778,597	(438,930)	8,339,667	89,515,121
2043	\$1,217,916,562	\$429,654,966	\$788,261,596	11.8877	9,370,617	(468,531)	8,902,086	98,417,207
2044	\$1,269,958,670	\$429,654,966	\$840,303,704	11.8877	9,989,278	(499,464)	9,489,814	107,907,021
2045	\$1,324,342,673	\$429,654,966	\$894,687,707	11.8877	10,635,779	(531,789)	10,103,990	118,011,011
2046	\$1,381,173,956	\$429,654,966	\$951,518,990	11.8877	11,311,372	(565,569)	10,745,803	128,756,814
2047	\$1,440,562,647	\$429,654,966	\$1,010,907,681	11.8877	12,017,367	(600,868)	11,416,499	140,173,313
2048	\$1,502,623,829	\$429,654,966	\$1,072,968,863	11.8877	12,755,132	(637,757)	12,117,375	152,290,688
2049	\$1,567,477,764	\$429,654,966	\$1,137,822,798	11.8877	13,526,096	(676,305)	12,849,791	165,140,479
2050	\$1,635,250,126	\$429,654,966	\$1,205,595,160	11.8877	14,331,754	(716,588)	13,615,166	178,755,645
2051	\$1,706,072,245	\$429,654,966	\$1,276,417,279	11.8877	15,173,666	(758,683)	14,414,983	193,170,628
2052	\$1,780,081,359	\$429,654,966	\$1,350,426,393	11.8877	16,053,464	(802,673)	15,250,791	208,421,419
2053	\$1,857,420,883	\$429,654,966	\$1,427,765,917	11.8877	16,972,853	(848,643)	16,124,210	224,545,629

Source: Tiberius Solutions LLC

Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the area. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions. The first threshold is 10% of the original maximum indebtedness. At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold. The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

This 12.5% threshold is not anticipated to be reached prior to the termination of this district. Revenue sharing targets are not projected to be reached during the life of the Area. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2053, and are shown in Tables 14a and 14b.

The Tigard-Tualatin School District and the Northwest Regional Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, may be replaced with State School Fund revenues, as determined by a funding formula at the State level. Local revenues, including property tax revenues, are an offset under the State School Fund formula.

Tables 14a and 14b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 14a shows the general government levies, and Table 14b shows the education levies.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are no local option levies or general obligation bonds approved prior to October 6, 2001 that will still be in effect in the Area at the time that tax increment revenues begin to be collected.

Table 14a – Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	General Government						Subtotal
	Washington County Perm	City of Tigard Perm	TVFR Perm	Port of Portland Perm	Metro Perm	Tigard/Tualatin Aquatic District Perm	
2019	(\$72,381)	(\$80,902)	(\$49,099)	(\$2,257)	(\$486)	(\$2,897)	(\$208,022)
2020	(\$111,032)	(\$124,103)	(\$75,318)	(\$3,462)	(\$746)	(\$4,444)	(\$319,105)
2021	(\$151,422)	(\$169,248)	(\$102,717)	(\$4,721)	(\$1,017)	(\$6,061)	(\$435,186)
2022	(\$193,630)	(\$216,425)	(\$131,349)	(\$6,037)	(\$1,300)	(\$7,751)	(\$556,492)
2023	(\$237,737)	(\$265,725)	(\$161,269)	(\$7,412)	(\$1,597)	(\$9,516)	(\$683,256)
2024	(\$283,829)	(\$317,244)	(\$192,535)	(\$8,849)	(\$1,906)	(\$11,361)	(\$815,724)
2025	(\$331,995)	(\$371,081)	(\$225,209)	(\$10,351)	(\$2,230)	(\$13,289)	(\$954,155)
2026	(\$382,329)	(\$427,340)	(\$259,353)	(\$11,920)	(\$2,568)	(\$15,304)	(\$1,098,814)
2027	(\$434,928)	(\$486,131)	(\$295,033)	(\$13,560)	(\$2,921)	(\$17,409)	(\$1,249,982)
2028	(\$489,893)	(\$547,568)	(\$332,319)	(\$15,274)	(\$3,290)	(\$19,610)	(\$1,407,954)
2029	(\$547,332)	(\$611,769)	(\$371,282)	(\$17,065)	(\$3,676)	(\$21,909)	(\$1,573,033)
2030	(\$607,356)	(\$678,859)	(\$412,000)	(\$18,936)	(\$4,079)	(\$24,312)	(\$1,745,542)
2031	(\$670,081)	(\$748,969)	(\$454,549)	(\$20,892)	(\$4,500)	(\$26,822)	(\$1,925,813)
2032	(\$735,629)	(\$822,233)	(\$499,013)	(\$22,935)	(\$4,940)	(\$29,446)	(\$2,114,196)
2033	(\$804,126)	(\$898,794)	(\$545,478)	(\$25,071)	(\$5,400)	(\$32,188)	(\$2,311,057)
2034	(\$875,706)	(\$978,801)	(\$594,034)	(\$27,303)	(\$5,881)	(\$35,053)	(\$2,516,778)
2035	(\$950,506)	(\$1,062,408)	(\$644,775)	(\$29,635)	(\$6,383)	(\$38,047)	(\$2,731,754)
2036	(\$1,028,673)	(\$1,149,777)	(\$697,799)	(\$32,072)	(\$6,908)	(\$41,176)	(\$2,956,405)
2037	(\$1,110,357)	(\$1,241,078)	(\$753,210)	(\$34,618)	(\$7,457)	(\$44,446)	(\$3,191,166)
2038	(\$1,195,717)	(\$1,336,487)	(\$811,114)	(\$37,280)	(\$8,030)	(\$47,863)	(\$3,436,491)
2039	(\$1,284,918)	(\$1,436,189)	(\$871,623)	(\$40,061)	(\$8,629)	(\$51,433)	(\$3,692,853)
2040	(\$1,378,134)	(\$1,540,379)	(\$934,856)	(\$42,967)	(\$9,255)	(\$55,165)	(\$3,960,756)
2041	(\$1,475,543)	(\$1,649,257)	(\$1,000,934)	(\$46,004)	(\$9,910)	(\$59,064)	(\$4,240,712)
2042	(\$1,577,337)	(\$1,763,034)	(\$1,069,985)	(\$49,178)	(\$10,593)	(\$63,138)	(\$4,533,265)
2043	(\$1,683,711)	(\$1,881,931)	(\$1,142,144)	(\$52,494)	(\$11,308)	(\$67,396)	(\$4,838,984)
2044	(\$1,794,872)	(\$2,006,179)	(\$1,217,550)	(\$55,960)	(\$12,054)	(\$71,846)	(\$5,158,461)
2045	(\$1,911,035)	(\$2,136,018)	(\$1,296,349)	(\$59,582)	(\$12,834)	(\$76,496)	(\$5,492,314)
2046	(\$2,032,425)	(\$2,271,699)	(\$1,378,694)	(\$63,366)	(\$13,650)	(\$81,355)	(\$5,841,189)
2047	(\$2,159,279)	(\$2,413,487)	(\$1,464,745)	(\$67,321)	(\$14,501)	(\$86,433)	(\$6,205,766)
2048	(\$2,291,840)	(\$2,561,654)	(\$1,554,667)	(\$71,454)	(\$15,392)	(\$91,739)	(\$6,586,746)
2049	(\$2,430,367)	(\$2,716,489)	(\$1,648,637)	(\$75,773)	(\$16,322)	(\$97,284)	(\$6,984,872)
2050	(\$2,575,127)	(\$2,878,292)	(\$1,746,835)	(\$80,287)	(\$17,294)	(\$103,078)	(\$7,400,913)
2051	(\$2,726,402)	(\$3,047,376)	(\$1,849,452)	(\$85,003)	(\$18,310)	(\$109,134)	(\$7,835,677)
2052	(\$2,884,484)	(\$3,224,069)	(\$1,956,687)	(\$89,932)	(\$19,372)	(\$115,461)	(\$8,290,005)
2053	(\$3,049,679)	(\$3,408,713)	(\$2,068,747)	(\$95,082)	(\$20,481)	(\$122,074)	(\$8,764,776)
Total	(\$42,469,812)	(\$47,469,708)	(\$28,809,360)	(\$1,324,114)	(\$285,220)	(\$1,700,000)	(\$122,058,214)

Source: Tiberius Solutions LLC

Table 14b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	Education			Subtotal	Total
	PCC Perm	NW Regional ESD Perm	Tigard- Tualatin SD Perm		
2019	(\$9,104)	(\$4,951)	(\$160,612)	(\$174,667)	(\$382,689)
2020	(\$13,965)	(\$7,595)	(\$246,379)	(\$267,939)	(\$587,044)
2021	(\$19,046)	(\$10,358)	(\$336,005)	(\$365,409)	(\$800,595)
2022	(\$24,354)	(\$13,245)	(\$429,665)	(\$467,264)	(\$1,023,756)
2023	(\$29,902)	(\$16,262)	(\$527,539)	(\$573,703)	(\$1,256,959)
2024	(\$35,700)	(\$19,415)	(\$629,817)	(\$684,932)	(\$1,500,656)
2025	(\$41,758)	(\$22,710)	(\$736,698)	(\$801,166)	(\$1,755,321)
2026	(\$48,089)	(\$26,153)	(\$848,388)	(\$922,630)	(\$2,021,444)
2027	(\$54,704)	(\$29,751)	(\$965,105)	(\$1,049,560)	(\$2,299,542)
2028	(\$61,618)	(\$33,511)	(\$1,087,074)	(\$1,182,203)	(\$2,590,157)
2029	(\$68,843)	(\$37,440)	(\$1,214,531)	(\$1,320,814)	(\$2,893,847)
2030	(\$76,392)	(\$41,546)	(\$1,347,724)	(\$1,465,662)	(\$3,211,204)
2031	(\$84,282)	(\$45,836)	(\$1,486,911)	(\$1,617,029)	(\$3,542,842)
2032	(\$92,526)	(\$50,320)	(\$1,632,361)	(\$1,775,207)	(\$3,889,403)
2033	(\$101,142)	(\$55,006)	(\$1,784,356)	(\$1,940,504)	(\$4,251,561)
2034	(\$110,145)	(\$59,902)	(\$1,943,191)	(\$2,113,238)	(\$4,630,016)
2035	(\$119,553)	(\$65,019)	(\$2,109,174)	(\$2,293,746)	(\$5,025,500)
2036	(\$129,385)	(\$70,366)	(\$2,282,625)	(\$2,482,376)	(\$5,438,781)
2037	(\$139,659)	(\$75,953)	(\$2,463,883)	(\$2,679,495)	(\$5,870,661)
2038	(\$150,395)	(\$81,792)	(\$2,653,296)	(\$2,885,483)	(\$6,321,974)
2039	(\$161,615)	(\$87,894)	(\$2,851,234)	(\$3,100,743)	(\$6,793,596)
2040	(\$173,339)	(\$94,270)	(\$3,058,079)	(\$3,325,688)	(\$7,286,444)
2041	(\$185,591)	(\$100,933)	(\$3,274,231)	(\$3,560,755)	(\$7,801,467)
2042	(\$198,395)	(\$107,896)	(\$3,500,111)	(\$3,806,402)	(\$8,339,667)
2043	(\$211,774)	(\$115,173)	(\$3,736,155)	(\$4,063,102)	(\$8,902,086)
2044	(\$225,756)	(\$122,777)	(\$3,982,821)	(\$4,331,354)	(\$9,489,815)
2045	(\$240,367)	(\$130,723)	(\$4,240,587)	(\$4,611,677)	(\$10,103,991)
2046	(\$255,635)	(\$139,026)	(\$4,509,952)	(\$4,904,613)	(\$10,745,802)
2047	(\$271,590)	(\$147,704)	(\$4,791,440)	(\$5,210,734)	(\$11,416,500)
2048	(\$288,264)	(\$156,771)	(\$5,085,593)	(\$5,530,628)	(\$12,117,374)
2049	(\$305,687)	(\$166,247)	(\$5,392,984)	(\$5,864,918)	(\$12,849,790)
2050	(\$323,895)	(\$176,150)	(\$5,714,208)	(\$6,214,253)	(\$13,615,166)
2051	(\$342,922)	(\$186,497)	(\$6,049,886)	(\$6,579,305)	(\$14,414,982)
2052	(\$362,806)	(\$197,311)	(\$6,400,670)	(\$6,960,787)	(\$15,250,792)
2053	(\$383,584)	(\$208,611)	(\$6,767,239)	(\$7,359,434)	(\$16,124,210)
Total	(\$5,341,782)	(\$2,905,114)	(\$94,240,524)	(\$102,487,420)	(\$224,545,634)

Source: Tiberius Solutions LLC

Please refer to the explanation of the schools funding in the preceding section

Table 15 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2054.

Table 15 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	Tax Revenue in FYE 2054 (year after expiration)		
		From Frozen	From Excess Value	Total
General Government				
Washington County	2.2484	\$ 966,036.00	\$ 3,391,904.00	\$ 4,357,940.00
City of Tigard	2.5131	\$ 1,079,766.00	\$ 3,791,227.00	\$ 4,870,993.00
TVFR	1.5252	\$ 655,310.00	\$ 2,300,895.00	\$ 2,956,205.00
Port of Portland	0.0701	\$ 30,119.00	\$ 105,752.00	\$ 135,871.00
Metro	0.0151	\$ 6,488.00	\$ 22,780.00	\$ 29,268.00
Tigard/Tualatin Aquatic District	0.0900	\$ 38,669.00	\$ 135,773.00	\$ 174,442.00
<i>Subtotal</i>	6.4619	\$ 2,776,387.00	\$ 9,748,330.00	\$ 12,524,719.00
Education				
PCC	0.2828	\$ 121,506.00	\$ 426,628.00	\$ 548,134.00
NW Regional ESD	0.1538	\$ 66,081.00	\$ 232,020.00	\$ 298,101.00
Tigard-Tualatin SD	4.9892	\$ 2,143,635.00	\$ 7,526,636.00	\$ 9,670,271.00
Tigard-Tualatin SD (GO Bond)	0.0000	\$ -	\$ -	\$ -
<i>Subtotal</i>	5.4258	\$ 2,331,222.00	\$ 8,185,284.00	\$ 10,516,506.00
Total	11.8877	\$ 5,107,610.00	\$ 17,933,615.00	\$ 23,041,225.00

Source: Tiberius Solutions LLC

X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 15% for municipalities over 50,000 in population. As noted below, the frozen base (assumed to be FYE 2017 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$429,654,966. The total assessed value of the City of Tigard, **minus excess value** of the city's existing urban renewal area is \$5,875,954,608. Excess value is the assessed value created above the frozen base in an urban renewal area. The total urban renewal assessed value of the two urban renewal areas is 8.49% of the total assessed value of the city, minus excess value, which is below the 15% statutory limitation.

The Area contains 547.9 acres, including public rights-of-way, and the City of Tigard contains 8,129 acres. After accounting for the acreage in the city's other urban renewal area, 9.12 % of the city's acreage is in an urban renewal area, which is below the 15% statutory limitation.

Table 16 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	UR Excess	Acreage
City of Tigard	\$5,907,591,736		8,129
City of Tigard minus Urban Renewal (UR) excess	\$5,875,954,608		
<i>Existing</i> Tigard City Center UR Area	\$69,207,378	\$31,637,128	193.71
<i>Proposed</i> Tigard Triangle UR Area	\$429,654,966		547.90
City Center and Tigard Triangle UR Areas	\$498,862,344		741.61
Percentage in UR Areas	8.49%		9.12%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Tigard and Washington County Department of Assessment and Taxation (FYE 2016)

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.



City of Tigard Memorandum

To: Mayor John Cook and Members of Council

From: Calista Fitzgerald, President of Tigard Planning Commission

Re: Planning Commission Recommendation on Tigard Triangle Urban Renewal Plan

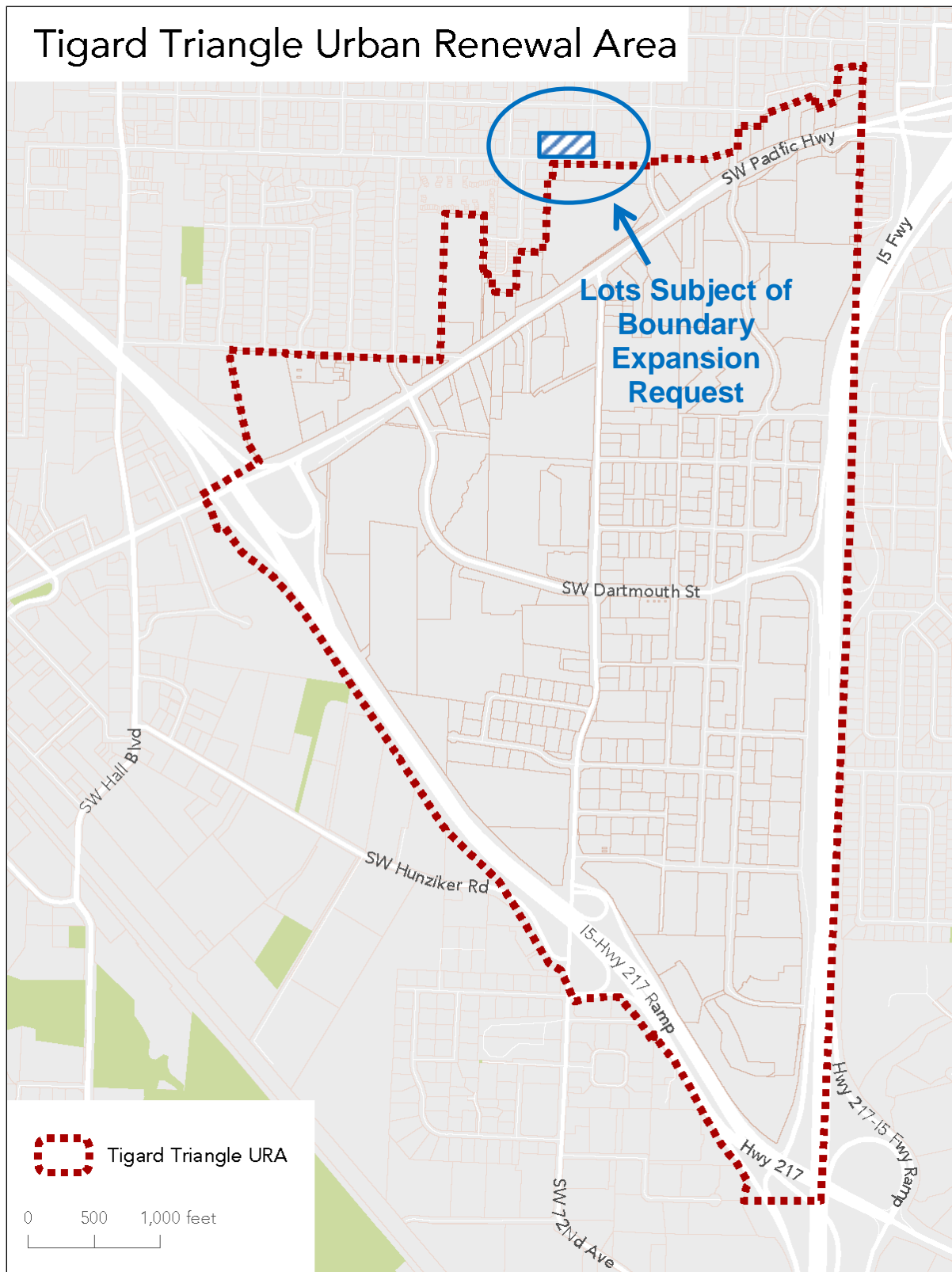
Date: November 15, 2016

On November 14, 2016, the Tigard Planning Commission held a public hearing on the Tigard Triangle Urban Renewal Plan (Plan). After considering the staff report and public testimony, the Planning Commission made a unanimous recommendation that City Council approve the Plan. Pursuant to the requirements of Oregon Revised Statutes (ORS) Chapter 457 governing urban renewal, the Planning Commission found that the Plan conforms to the city's goals and objectives as contained in the Comprehensive Plan and the community's vision for the area as described in the recently completed Tigard Triangle Strategic Plan.

One member of the public, Jim Long, requested that the Planning Commission recommend that City Council expand the proposed Plan boundary to include property adjacent to and north of the proposed boundary for potential future development as a neighborhood park. The proposed expansion area includes three lots totaling 1.54 acres that are zoned Professional Commercial and contain single-family uses. See the attached map showing the proposed Plan boundary and the lots in question (Tax Lots 1S136AC02200, 02400, and 02500 at the northwest corner of SW 72nd Ave and SW Spruce Street)). The Planning Commission made and passed a motion 5 – 4 in favor of asking City Council to consider Mr. Long's request during the City Council hearing on the Plan.

Staff explained that Mr. Long served on the Citizen Advisory Council (CAC) for the development of the Plan and also made this request during the last CAC meeting in October. CAC members discussed the proposal at length and ultimately rejected it with a vote of 6 – 2. Staff will provide a copy of the CAC meeting notes to City Council for their consideration.

Proposed Tigard Triangle Urban Renewal Plan Area Boundary





Tigard Triangle Citizen Advisory Council (CAC) Meeting

Meeting #4 – Summary

Monday, October 24, 2016, 6:00-8:00PM
Quality Inn, Tigard

CAC Members Present: David Walsh, City Center Advisory Committee; Katen Patel, Triangle Property Owner; Cathy Olsen, Neighborhood Involvement Committee; Veronica Smith, Citizen-At-Large; Jim Long, Metzger East Tigard and Durham Citizen Participation Organization; Calista Fitzgerald, Planning Commission; Elise Shearer, Transportation Advisory Committee; Dustin White, Citizen-at-Large; John Goodhouse, City Council

CAC Members Absent: Zack Dean, Youth Advisory Committee; John Boren, Citizen at Large; Scott Hancock, Library Board; Gary Jelinek, Planning Commission

City Staff Present: Susan Shanks, Senior Planner; Sean Farrelly, Redevelopment Project Manager; Hannah Holloway, Project Planning Assistant

Other Project Team Present: Elaine Howard, Elaine Howard Consulting LLC; Alex Dupey, MIG Inc.

Members of the Public Present: DJ Heffernan, Specht Development; Nancy Tracy

I. Welcome

Overview of meeting agenda

II. Open House Recap

Susan Shanks gave an overview of the Tigard Triangle Open House meeting that took place on October 20, 2016. The event was well attended, and most members of the public were generally in favor of using urban renewal in the Triangle.

III. Urban Renewal Plan Overview

Elaine Howard reviewed the key components of the proposed draft plan. It was reviewed by the Tigard Development Agency on October 4, 2016, and subsequently sent out for review and comment to the affected taxing districts. Since the last CAC meeting, the plan was revised as follows:

- Parking projects moved to Transportation category
- Transportation Project #4 removed per ODOT's request
- Utilities category clarified for public, not private, utilities
- Public Spaces projects described in more detail
- Plan Evaluation language added
- Near term project priorities modified to reflect CAC/TAC priorities

Staff, at the request of TVFR, is considering some additional changes:

- Limit plan to 35 years even if maximum indebtedness is not achieved
- Require approval of 75% of taxing districts to amend the plan's duration or maximum indebtedness

IV. Tigard City Center Substantial Amendment

Sean Farrelly, Redevelopment Project Manager with the City of Tigard, provided background on the City Center Urban Renewal Plan. The plan started two years before the recession and thus it is not on track to meet the original \$22M maximum indebtedness within its 20-year timeline. Staff are now proposing to amend the plan to increase the original acreage by 20%.

CAC members briefly discussed the importance of selecting a plan duration that can stand up to an unpredictable economy. Some members reaffirmed their support for the 35-year plan.

V. Streetscape Design Plan

Alex Dupey presented the Tigard Triangle Streetscape Design Plan. Dupey reviewed the proposed street design types in the Triangle, as well as ideas for improving safety, pedestrian and bike facilities, on-street parking, and stormwater management in the near and long term. The presentation highlighted how pedestrian, access, and transitional street designs support the vision for a more walkable urban district and complement draft Lean Code development standards and urban renewal funding priorities.

VI. CAC Recommendation

CAC Member Walsh made a motion to recommend that City Council adopt the Tigard Triangle Urban Renewal Plan as written and CAC Member Fitzgerald seconded the motion. 8 members voted on the motion as follows:

- Support (7)
- Support with reservations (1)

When asked his reasons for supporting the plan with reservations, Jim Long explained that he would like City staff to evaluate amending the plan's northern boundary to include the commercially-zoned property on the north side of Spruce Street at 72nd Ave for future development as a neighborhood park. The property abuts the proposed urban renewal district boundary on its northern edge, is privately owned, and contains a single-family use. Long explained that this area is deficient in parks. Several area residents have been advocating for a park in this location and have signed a petition that Jim provided as an example of the neighborhood's support for a park.

CAC Member Long made a motion to have city staff evaluate the feasibility of including this property in the urban renewal area boundary and CAC Member Shearer seconded the motion. 8 members voted on the motion as follows:

- Support (2)
- Oppose (6)

Those opposed expressed concern about whether the addition of this property was in line with the goals and objectives developed for the plan by the CAC and TAC, which are about providing funding for projects within the Triangle and commercial properties adjacent to 99W. The latter specifically being for the purpose of facilitating façade and access improvements on both sides of the highway. Some members expressed support for parks in general, especially for areas deficient in parks, and asserted that the addition of this property could generate public support for the plan. However, others pointed out that many of these potential park supporters were not city residents, would not be able to vote for the plan, and that there was no guarantee that the city could acquire this property for park purposes. Still others wondered whether the amount of time and money needed to amend the plan at this stage in the process was a good use of resources.

VII. Questions and Comments

Elise Shearer: Streetscape designations (pedestrian-oriented, auto-oriented, etc.) should be determined before development happens. Susan Shanks indicated that the Lean Code will have a fee-in-lieu-of-construction option for street improvements, so that development does not build something that later needs to be torn out if a final cross section for a specific street has not yet been determined at the time of development due to the need for additional analysis, e.g. 72nd Ave.

DJ Heffernan: Development assistance should be prioritized toward the beginning of the plan. Susan Shanks indicated that CAC and TAC members came to the same conclusion at their last meeting and that the plan reflects these near term priorities.

Jim Long: The educational campaign should be balanced and present both the benefits and impacts of urban renewal.

VIII. Next Steps

This is the last meeting for the Tigard Triangle CAC.

Upcoming Urban Renewal Plan dates:

- Planning Commission review—November 14, 2016
- City Council hearing—December 13, 2016
- Educational campaign [December 2016 – March 2017]
- Citywide vote—May 16, 2017

There will be at least two meetings regarding the future of 72nd Ave, tentatively planned for April and June of 2017. Members interested in providing input on the future design of 72nd Ave should follow up with the City Engineer directly. Susan Shanks will provide the City Engineer's contact information by email.

Meeting adjourned 7:30PM.

November 21, 2016

City Manager Marty Wine
City of Tigard
13125 SW Hall Boulevard
Tigard, OR 97223

Re: Tigard Triangle Urban Renewal Plan Proposal

Dear Ms. Wine and Members of the Tigard Urban Renewal Agency,

Thank you for the opportunity to weigh in on the proposed Tigard Triangle Urban Renewal Plan. We've been pleased by the inclusive process you've conducted over the past several months. Susan Shanks has been particularly helpful, diligent and committed to a transparent community dialogue.

As you know, Tualatin Valley Fire & Rescue supports comprehensive planning and Tigard's economic vitality. We recognize that tax-increment financing is one tool that the city can use to spur economic development. As a fire district, however, we must safeguard the interests of our stakeholders who entrust us to be good stewards with their emergency service investments. If the proposed Tigard Triangle Urban Renewal Plan is approved, TVF&R will lose at least \$29million in foregone revenue over the next few decades. Currently, TVF&R already experiences a \$1.7 million annual loss district-wide from existing municipal urban renewal areas.

Based on those significant losses, we are keen to ensure that the Tigard Triangle Urban Renewal Plan consists primarily of projects such as transportation and utility infrastructure that spur private investment or redevelopment that would not otherwise occur under normal market conditions. We appreciate the revisions you've made to the plan thus far which limit projects such as city halls, fire stations, recreational centers or other public amenities which are not proven to encourage private investment, as well as increasing the threshold for amendments requiring consent versus just consultation.

We approve the plan language changes the city submitted on October 13. Specifically, adding a section related to duration in Section VIII (D).

-continued on page two-

Proposed Addition to Section VIII (D):

"The Agency intends to not collect tax-increment revenues for the Area after FYE 2053. The Agency shall not initiate any urban renewal projects in the Area unless the Agency reasonably projects it will be able to pay for those projects from the proceeds of indebtedness issued on or before FYE 2053, and from other funds available to the Agency. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2053, and the Agency shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Agency reasonably projects it will receive on or before FYE 2053. The Agency may issue refunding indebtedness that matures after FYE 2053, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness."

We also approve expanding approval requirements in Section IX (B) "Amendments to the Plan":

Amendments requiring written concurrence of taxing districts imposing at least 75% of the amount of taxes imposed under permanent rate limits in the urban renewal area are amendments that:

- 1. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan. Increasing the maximum indebtedness is also a substantial amendment, as defined above and must also meet the requirements of Section IX (A) of this Plan.*
- 2. Extend the duration provision as defined in Section VIII (D) of the Plan. In addition to obtaining concurrence, extending the duration of the Plan requires approval of the Agency and City Council by resolution.*

Thank you for your efforts to address our concerns. We look forward to our continued partnership toward improving Tigard's safety and livability.

Sincerely,

A handwritten signature in black ink that reads "Michael R. Duyck". The signature is fluid and cursive, with the first name "Michael" and last name "Duyck" clearly legible, and "R." as a middle initial.

Chief Mike Duyck

Tualatin Valley Fire & Rescue

AIS-2860

7.

Business Meeting

Meeting Date: 12/13/2016

Length (in minutes): 30 Minutes

Agenda Title: Public Hearing for City Center Urban Renewal Plan
Substantial Amendment

Submitted By: Sean Farrelly, Community
Development

Item Type:	Ordinance	Meeting Type:	Council
	Public Hearing -		Business
	Informational		Meeting -
			Main

Public Hearing Yes

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Should Council approve the City Center Urban Renewal Plan Substantial Amendment and refer it to the voters for adoption?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends that the City Council:

1. Review and discuss the proposed City Center Urban Renewal Plan Fourth Amendment
2. Take testimony on the Plan Amendment
3. Vote to approve the Plan Amendment
4. Direct staff to prepare a ballot title for the May 2017 election

KEY FACTS AND INFORMATION SUMMARY

The City Center Urban Renewal district does not have the financial capacity originally estimated when approved by voters in 2006. The urban renewal financial analysis, done prior to the Great Recession of 2008, projected that \$22 million in tax increment would be generated by 2026. The recession greatly reduced growth in property values and development. Current estimates are that the current district will generate about \$6 million less tax increment than originally projected. Without new resources, there will be insufficient funds for several City Center Urban Renewal Plan projects.

At the direction of the City Center Development Agency Board, staff worked with consultants to prepare a draft Substantial Amendment to the City Center Urban Renewal Plan

to expand the boundary of the Area. The proposed expanded district would allow for the collection of tax increment revenue closer to the value envisioned for the urban renewal district over its life. State law ORS 457.220(3) limits increases to the size of an urban renewal district to 20% of its original size. The City Center Urban Renewal District is 191.22 acres. It can be increased 38.24 acres in size. This Plan Amendment adds 37.70 acres and increases its financial capacity by \$2.8 million. The City Center Advisory Commission has been briefed on the Plan Amendment and voted to recommend approval at its October meeting.

The Plan Amendment is attached hereto as Exhibit A. The Report on the Fourth Amendment to the City Center Urban Renewal Plan (Report) is attached hereto as Exhibit B.

Public Notice

A notice for this meeting was sent to voters in Tigard on November 29, 2016, and was placed on the City of Tigard website.

Process

The process for approval has included the following steps, in accordance with ORS 457.

1. The Plan Amendment was reviewed by the City Center Advisory Commission, the Citizens Advisory Council and the Technical Advisory Committee during in October. The Plan Amendment was also presented at an open house held on October 20, 2016.
2. On October 4, 2016 the Tigard City Center Development Agency reviewed the proposed Plan Amendment and accompanying Report and recommended to forward it to City Council for adoption.
3. The Tigard Planning Commission reviewed the Plan Amendment on November 14, 2016 and voted unanimously that the Plan Amendment conformed to the Tigard Comprehensive Plan, recommending that the City Council adopt the Plan Amendment and accompanying Report. The minutes of the Planning Commission meeting are attached hereto as Exhibit C.
4. Notice of the Council public hearing was provided by mailing to all voters on November 29, 2016.
5. A letter with the proposed Plan Amendment and the Report was sent to the governing body of each taxing district on October 5, 2016.
6. The Plan Amendment was presented to the Washington County Commission on October 18, 2016.
7. The hearing by City Council and adoption of the proposed Plan Amendment and accompanying Report by a non-emergency ordinance will be held on December 13, 2016 and the vote on the ordinance will be on the same date.
8. Vote by Tigard voters is currently anticipated to be held on May 16, 2017.

Ordinance Adopting the Plan Amendment

The ordinance adopting the Plan Amendment requires the City Council make certain findings, which are listed in Section 1 of the ordinance. These findings are based on various documents and events.

The findings are as follows:

1. The process for the adoption of the proposed Plan Amendment, a copy of which is attached hereto as Exhibit "A," and by this reference incorporated herein, has been conducted in accordance with the provisions of Chapter 457 of the Oregon Revised Statutes;
As described in Section IV above, the City has followed the procedures as outlined by ORS 457.

2. The area designated in the Plan Amendment as the Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan Amendment because of conditions described in Section II of the Report including inadequate streets, trails, sidewalks, parks, and utilities, and a prevalence of depreciated values resulting from underdevelopment and underutilization of property within the Area;

This is the basic justification for the Plan Amendment and the Council's finding is meant to make that justification explicit.

3. The rehabilitation and redevelopment described in the Plan Amendment to be undertaken by the Agency is necessary to protect the public health, safety and welfare of the City because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according to the goals of the comprehensive plan;

This finding states the public purpose of the Plan Amendment which is for the property in the Area to develop and redevelop according to the Comprehensive Plan. Property which is not developed or not fully developed and occupied does not contribute as much property taxes as fully developed property. The improvement of property in the Area will add to the tax base in the Area and further support additional economic activity in the Area.

4. The Plan Amendment conforms to the Tigard Comprehensive Plan as a whole, and provides an outline for accomplishing the projects described in the Plan Amendment, as more fully described in Section VI of the Plan Amendment;

This finding is supported by Section VI of the Plan Amendment and the Planning Commission's conclusion that the Plan Amendment conforms to the Tigard Comprehensive Plan. The minutes of the Planning Commission meeting are attached hereto as Exhibit C.

5. In connection with any residential displacement occurring as a result of the acquisition and disposition of land, provision has been made for displaced persons in the Relocation Section of the Report as required under applicable state and federal law;

The Plan Amendment does not contemplate acquisition of property that would displace residents or businesses. Should the Plan Amendment be amended to include such acquisition, the Agency would be obligated to provide relocation assistance.

6. The acquisition of real property provided for in the Plan, including real property in the area that is the subject of this Plan Amendment, is necessary for the development of infrastructure improvements including parking improvements in the Area, for the development of public spaces and for assisting in private redevelopment of the Area;

The Plan authorizes acquisition of real property for infrastructure improvements, including in the area that is the subject of this Plan Amendment. No property is specifically identified for acquisition in this Plan Amendment.

7. Adoption and carrying out the Plan Amendment is economically sound and feasible in that funds are available to complete the Plan Amendment projects using urban renewal tax increment revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440, and other available funding as shown in Sections V, VI, VII, and VIII of the Report;

The Report contains information on the projected revenues and projected expenditures under the Plan Amendment and supports a finding that the Plan Amendment is economically sound and feasible.

8. The City of Tigard shall assume and complete activities prescribed to it by the Plan Amendment;

The Plan Amendment does not prescribe any specific activities to the City.

9. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan Amendment being forwarded to the City Council.

The Agency sent a copy of the Plan Amendment and the Report to the affected overlapping taxing districts on October 5, 2016. These taxing districts included the City of Tigard, Tigard Tualatin School District, Northwest Regional Education Service District, Portland Community College, Port of Portland, Tualatin Valley Fire & Rescue, Metro, Washington County, and the Tigard Tualatin Aquatic District. The letter included an invitation to provide comments in writing on the Plan Amendment and Report on the Amendment. To date, the City has not received written recommendations from the affected taxing districts. If such recommendations are received, the Council will be required to "accept, reject or modify" the recommendations and language to that effect will be added to the ordinance for its second reading and adoption

The ordinance also calls for publication of a notice that the Council has adopted the ordinance, for the recording of the Plan Amendment by the Washington County Clerk and for transmitting the Plan Amendment to the Washington County Assessor.

OTHER ALTERNATIVES

Council may suggest revisions to the City Center Urban Renewal Plan Amendment or could chose not to refer it to the voters.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Tigard City Council 2015-17 Goals and Milestones

Goal #2. Make Downtown Tigard a Place Where People Want to Be

City Center Urban Renewal Plan

Tigard Comprehensive Plan

Special Planning Areas- Downtown

Goal 15.2 Facilitate the development of an urban village.

City Strategic Plan Goal 1: Facilitate walking connections to develop an identity.

City Strategic Plan Goal 2: Ensure development advances the vision.

DATES OF PREVIOUS CONSIDERATION

October 4, 2016: CCDA Initiate the public review process for the draft Substantial Amendment of the City Center Urban Renewal Plan and accompanying report.

September 20, 2016: Discuss Adoption Process for Substantial Amendment to Downtown City Center Urban Renewal Plan

May 3, 2016 : Discuss Potential Substantial Amendment to City Center Urban Renewal Plan.

Fiscal Impact

Cost: \$557,528

Budgeted (yes or no): yes

Where Budgeted (department/program): General Fund

Additional Fiscal Notes:

The estimated impact to the City of Tigard's general fund is \$557,528 between the years 2019 and 2034. However this impact was anticipated by the adoption of the original City Center Urban Renewal Plan in 2006.

Attachments

Ordinance

Exhbit A- Plan Amendment

Exhibit B- Report Accompanying Plan Amendment

Exhibit C- Planning Commission Minutes

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 16-

AN ORDINANCE MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO AND APPROVING THE TIGARD CITY CENTER URBAN RENEWAL PLAN AMENDMENT AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED

WHEREAS, the Tigard City Center Development Agency (the “Agency”), as the duly authorized and acting urban renewal agency of the City of Tigard, Oregon, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Tigard City Center Urban Renewal Plan Amendment attached hereto as Exhibit A (the “Plan Amendment”). The Plan Amendment authorizes certain urban renewal activities within the Tigard City Center Urban Renewal Area (the “Area”); and

WHEREAS, the Agency has caused the preparation of a certain Urban Renewal Report dated December 13, 2016, attached hereto as Exhibit B (the “Report”) to accompany the Plan Amendment as required under ORS 457.085(3); and

WHEREAS, the Agency forwarded the Plan Amendment and Report to the City’s Planning Commission (the “Commission”) for review and recommendation. The Commission considered the Plan Amendment and Report on November 14, 2016 and made a recommendation that the Plan Amendment conformed with the Tigard Comprehensive Plan, attached hereto as Exhibit C (the “Planning Commission Minutes”); and

WHEREAS, on October 18, 2016, representatives of the City met with the Washington County Board of Commissioners to review the Plan Amendment, including proposed maximum indebtedness for the Plan Amendment; and

WHEREAS, the Plan Amendment and the Report were forwarded on October 5, 2016 to the governing body of each taxing district affected by the Plan Amendment, and the Agency has therefore consulted and conferred with each taxing district; and

WHEREAS, the Tigard City Council (the “City Council”) has not received written recommendations from the governing bodies of the affected taxing districts; and

WHEREAS, on November 29, 2016 the City caused notice of the hearing to be held before the Council on the Plan Amendment, including the required statements of ORS 457.120(3), to be mailed to registered voters within Tigard’s incorporated limits; and

WHEREAS, on December 13, 2016 the City Council held a public hearing to review and consider the Plan Amendment, the Report, the recommendation of the Tigard Planning Commission, and the public testimony received on or before that date and to receive additional public testimony; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Plan Amendment.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

ORDINANCE No. 16-

SECTION 1: The Plan Amendment complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report, the Planning Commission Recommendation, and the public testimony before the City Council:

1. The process for the adoption of the Plan Amendment, has been conducted in accordance with the provisions of Chapter 457 of the Oregon Revised Statutes;
2. The area designated in the Plan Amendment as the Tigard City Center Urban Renewal Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan Amendment because of conditions described in the Report in the Section "Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services", including the existence of inadequate streets, trails, sidewalks, parks, and utilities, and a prevalence of depreciated values resulting from underdevelopment and underutilization of property within the Area (ORS 457.010(1)(e) and (g);
3. The rehabilitation and redevelopment described in the Plan Amendment to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City's Comprehensive Plan;
4. The Plan Amendment conforms to the Tigard Comprehensive Plan and documented ancillary documents and provides an outline for accomplishing the projects described in the Plan Amendment, as more fully described in the Plan Amendment and in the Planning Commission recommendation;
5. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan Amendment and therefore the Plan Amendment does not include provisions to house displaced persons;
6. The acquisition of real property provided in the Plan, including real property in the area that is the subject of this Plan Amendment, is necessary for the development of transportation-related infrastructure improvements in the Area and for the development of public spaces because the Agency does not own all the real property interests (e.g., rights-of-way, easements, fee ownership, etc.) that will be required to undertake and complete these projects as described in Chapter IV of the Plan Amendment and Section V of the Report; and
7. Adoption and carrying out the Plan Amendment is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in the Sections V, VI, VII, and VIII of the Report;
8. The City shall assume and complete any activities prescribed it by the Plan Amendment; and
9. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan Amendment being forwarded to the City Council.

SECTION 2: The Tigard Urban Renewal Plan Amendment is hereby approved based upon review and consideration by the Tigard City Council of the Plan Amendment and Report, the Tigard Planning Commission recommendations, each of which is hereby accepted, and the public testimony in the record.

SECTION 3: The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

SECTION 4: The Agency shall thereafter cause a copy of the Plan Amendment to be recorded in the Records of Washington County, Oregon.

SECTION 5: The City Manager, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Plan Amendment including the provisions of ORS 457.135, in the Tigard Times no later than four days following adoption of this Ordinance.

SECTION 6: This ordinance shall be effective upon certification by the County Elections Official that it has received voter approval at an election conducted on _____, 2017.

PASSED: By _____ vote of all council members present after being read by number and title only, this _____ day of _____, 2016.

Carol A. Krager, City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2016.

John L. Cook, Mayor

Approved as to form:

City Attorney

Date

Attachment A

Proposed new text is shown in double-underline.

Deleted text is shown in ~~striketrough~~.

Explanatory language shown in *italics*.

CITY CENTER URBAN RENEWAL PLAN

Only changes shown, current plan can be viewed at:

http://www.tigard-or.gov/document_center/CommunityDevelopment/urban_renewal_plan.pdf

I. Introduction

The Plan has a duration of 20 years (see Chapter XI), meaning that no new debt will be incurred after Fiscal Year 2025/2026. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is Twenty-Two Million Dollars and No Cents (\$22,000,000).

The first substantial amendment was developed in 2016 and went to voters in the May 2017 election. It amended the boundary and updated the plan as needed.

II. Goals and Objectives

No changes to this section

III. Outline of projects

No changes to this section

IV. Map and Legal Description of Urban Renewal Area

Map and Legal Description are replaced in their entirety.

IV. MAP AND LEGAL DESCRIPTION OF CITY CENTER URBAN RENEWAL AREA

FIGURE 1. SHOWS THE URBAN RENEWAL AREA BOUNDARIES.
EXHIBIT A. IS A LEGAL DESCRIPTION OF THE AREA.



FIGURE 1.

EXHIBIT A
CITY CENTER URBAN RENEWAL AREA
LEGAL DESCRIPTION

A tract of land in Section 35 Township 1 South, Range 1 West and Sections 1 and 2 Township 2 South, Range 1 West Willamette Meridian City of Tigard, Washington County, Oregon.
Described as follows:

Beginning at the intersection of the southerly right-of-way of SW Greenburg Road with the southeast line of the John L. Hinklin DLC; thence N 07° 41' 55" W a distance of 100.77 feet to the north right-of-way of SW Greenburg Road; thence N 10° 32' 02" E a distance of 419.98 feet; thence S 88° 04' 51" E a distance of 168.91 feet; thence N 46° 34' 35" E a distance of 73.95 feet; thence S 85° 47' 11" E a distance of 190.07 feet; S 02° 45' 30" W a distance of 72.32 feet; thence N 75° 18' 06" E a distance of 36.45 feet; thence N 46° 48' 53" E a distance of 173.62 feet; thence N 64° 02' 12" E a distance of 177.40 feet to the westerly right-of-way of SW Hall Blvd.; thence N 36° 35' 04" E a distance of 83.84 feet to the easterly right-of-way of SW Hall Blvd.; thence N 64° 31' 19" E a distance of 148.06 feet; thence S 26° 03' 02" E a distance of 160.00 feet; thence N 64° 17' 30" E 148.04 feet to the southerly right-of-way of Highway 217; thence S 35° 21' 18" E, along said highway, a distance of 171.44 feet; thence S 42° 33' 04" E, along said right-of-way, a distance of 99.48 feet; thence S 26° 55' 45" E, along said right-of-way, a distance of 225.54 feet to the northerly right of way of Highway 99 W; thence S 33° 05' 43" E, to the southerly right-of-way of Highway 99 W and the west line of Highway 217 a distance of 127.63 feet; thence S 18° 46' 14" E, along said right-of-way, a distance of 157.53 feet; thence N 79° 41' 28" E, along said right-of-way, a distance of 57.29 feet to an angle point on an offset spiral curve; thence along said right-of-way, S 33° 44' 44" E a distance of 221.73 feet (spiral curve chord); thence S 52° 02' 57" E, along said right-of-way, a distance of 315.25 feet; thence S 41° 09' 43" E, along said right-of-way, a distance of 302.54 feet; thence S 33° 34' 36" E, along said right-of-way, a distance of 703.90 feet to the north line of the Wm. Graham D.L.C. and the southeast corner of Lot 2 Crow Park 217; thence N 81° 39' 34" W, along the south line of Crow Park 217, a distance of 963.07 feet to the northwest corner of said Wm. Graham D.L.C. and an angle point in said Lot 2; thence N 79° 02' 14" W, along said south line of Crow Park 217, a distance of 506.40 feet to the northeast corner of Lot 1 Knoll Acres; thence S 00° 42' 32" W, along the easterly line of Lots 1, 2, 3, & 4 Knoll Acres, a distance of 407.90 feet to the northeast corner of Lot 5 Knoll Acres; thence S 30° 16' 07" W, along the easterly line of said Lot 5, a distance of 149.08 feet to the northerly right-of-way of SW Hunziker Street; thence S 48° 40' 12" W a distance of 85.64 feet to the intersection of the southerly right-of-way of SW Hunziker Street with the easterly right-of-way of SW Hall Blvd.; thence N 89° 25' 34" E, along the southerly right-of-way of SW Hunziker Street, 27.85 feet to an angle point; thence S 59° 29' 34" E a distance of 261.39 feet to the west line of Deed Doc. No. 89-14950, Washington County Deed Records (as depicted on SN 25,383); thence S 30° 30' 24" W, along last said west line a distance of 216.56 feet; thence N 59° 28' 54" W a distance of 120.00 feet; thence N 30° 27' 59" E a distance of 100.00 feet; thence N 59° 29' 34" W a distance of 133.60 feet; thence N 89° 17' 28" W a distance of 24.63 feet to the center line of SW Hall Blvd; thence along the center line of SW Hall Blvd. the following nine (9) courses; thence S 00° 42' 32" W a distance of 35.34 feet to a point of curve of a curve to the right; thence along said curve to the right with a radius of 163.70 feet, a central angle of 44° 01' 33" (a chord which bears S 22° 43' 19" W, 122.71 feet)

and a length of 125.79 feet to a point of tangency; thence S 44° 44' 05" W a distance of 455.02 feet to a point of curve of a curve to the left; thence along said curve to the left with a radius of 179.05 feet, a central angle of 42° 08' 24" (a chord which bears S 23° 39' 53" W, 128.74 feet) and a length of 131.69 feet to a point of tangency; thence S 02° 35' 41" W a distance of 510.56 feet to a point of curve of a curve to the left; thence along said curve to the left with a radius of 190.99 feet, a central angle of 40° 59' 58" (a chord which bears S 17° 54' 18" E, 133.77 feet) and a length of 136.67 feet to a point of tangency; thence S 38° 24' 17" E a distance of 62.89 feet to a point of curve of a curve to the right; thence along said curve to the right with a radius of 190.99 feet, a central angle of 40° 07' 28" (a chord which bears S 18° 20' 33" W, 131.03 feet) and a length of 133.75 feet to a point of tangency; thence S 01° 43' 11" W a distance of 704.79 feet; thence N 88° 16' 45" W a distance of 35.01 feet to the northeast corner of Parcel 1 Partition Plat 1992-069 on the westerly right-of-way of SW Hall Blvd; thence along the northerly and westerly lines of said Partition Plat the following 7 courses; thence N 19° 59' 47" W a distance of 36.96 feet; thence N 77° 33' 03" W a distance of 39.55 feet; thence N 68° 35' 31" W a distance of 63.16 feet; thence S 89° 17' 05" W a distance of 56.25 feet; thence N 81° 13' 33" W a distance of 92.73 feet; thence S 36° 40' 28" W a distance of 116.84 feet; thence S 57° 58' 03" W a distance of 43.20 feet; thence N 77° 47' 58" W a distance of 110.95 feet; thence S 02° 30' 20" W a distance of 422.27 feet to the northerly right-of-way of SW Omara Street; thence N 87° 45' 14" W, along the northerly right-of-way, a distance of 19.65 feet; thence S 03° 57' 44" W, along the westerly right-of-way of SW Omara Street a distance of 24.61 feet and a point on a non-tangent curve to the right; thence along said curve to the right with a radius of 145.90, a central angle of 67° 12' 06" (a chord which bears N 28° 27' 10" W, 161.48 feet) and a length of 171.12 feet to a point of tangency; thence N 05° 09' 15" E a distance of 10.48 feet; thence N 87° 56' 13" W a distance of 189.71 feet to the west line of Chelsea Hill; thence N 05° 09' 16" E, along the easterly line of Chelsea Hill a distance of 219.78 feet to the northeast corner of Lot 10 Chelsea Hill; thence N 64° 24' 41" W, along the northerly line of said Lot 10, a distance of 74.22 feet to the northwest corner of said Lot 10; thence S 49° 33' 17" W, along the westerly line of said Lot 10, a distance of 89.36 feet to the south west corner of said Lot 10 and a point on a non-tangent curve to the left; thence along said curve to the left with a radius of 140.02, a central angle of 73° 14' 45" (a chord which bears N 77° 04' 28" W, 167.06 feet) and a length of 179.00 feet to the southeast corner of Lot 27 Chelsea Hill; thence N 60° 54' 15" W, along the easterly line of said Lot 27, a distance of 149.70 feet to the northeast corner; thence S 76° 32' 45" W, along the northerly line of Lots 27 and 28 Chelsea Hill, a distance of 90.00 feet to the northwest corner of said Lot 27 being on the northerly line of Chelsea Hill No. 2; thence N 41° 41' 53" W a distance of 365.61 feet to the southeasterly line of Duck Creek Homes; thence along the southeasterly and the northeasterly line of Duck Creek Homes the following 5 courses; thence N 44° 27' 43" E a distance of 50.76 feet; thence N 25° 06' 01" W a distance of 73.15 feet; thence N 05° 03' 58" E a distance of 40.00 feet; thence N 66° 13' 57" E a distance of 18.50 feet; thence N 42° 08' 14" W a distance of 112.77 feet to the northwest corner of Duck Creek Homes; thence N 44° 27' 43" E a distance of 20.57 feet; thence N 45° 36' 55" W a distance of 359.09 feet to the northwesterly right-of-way of SW Ash Avenue; thence S 44° 27' 43" W, along said northwesterly right-of-way of SW Ash Avenue, a distance of 258.18 feet to the southwest line of Lot 9 Burnham Tract; thence N 42° 08' 14" W a distance of 380.48 feet to the most westerly corner of said Lot 9; thence N 50° 24' 52" E, along the northwest line of said Lot 9, a distance of 143.90 feet; thence N 42° 59' 15" W a distance of 821.63 feet, more or less, to the southeasterly right-of-way of SW Main Street, being a point on a non-tangent curve to the right; thence along

said curve to the right with a radius of 1,870.00 feet, a central angle of 6° 35' 46" (a chord which bears N 55° 58' 35" E, 215.15 feet) and a length of 215.28 feet; thence N 59° 16' 28" E, along said southeasterly right-of-way, a distance of 202.32 feet to a point of non-tangent curve to the left; thence along said right-of-way and said curve to the left with a radius of 180.29 feet, a central angle of 19° 44' 52" (a chord which bears N 78° 43' 27" E, 61.83 feet) and a length of 62.14 feet; thence N 52° 43' 34" W a distance of 231.87 feet to the intersection point of the northwesterly right-of-way of HWY 99 W with the northerly right-of-way of SW Johnson Street; thence N 55° 27' 12" W, along said northerly right-of-way of SW Johnson Street, a distance of 219.79 feet to the northwest line of Lot 53, Amended Plat of North Tigardville Addition; thence N 42° 05' 45" E, along said northwest line of Lot 53, a distance of 645.17 feet to the westerly line of a Greenway Dedication as per Document No. 92014958, Washington County Deed Records; thence along said westerly line of Greenway Dedication the following four courses; thence S 32° 56' 44" E a distance of 40.58 feet; thence S 03° 52' 52" E a distance of 85.60 feet; thence S 0° 32' 56" E a distance of 59.64 feet; and thence S 07° 33' 33" E a distance of 151.19 feet to the northwesterly right-of-way of HWY 99 W; thence along said northwesterly right-of-way of HWY 99 W the following 5 courses; thence N 44° 08' 14" E a distance of 48.33 feet; thence N 07° 33' 33" W a distance of 27.78 feet; thence N 46° 23' 16" E a distance of 366.71 feet; thence N 49° 49' 08" E a distance of 29.37 feet; thence N 51° 23' 28" E a distance of 295.46 feet to the southerly right-of-way of SW Tigard Street; thence N 62° 37' 00" W, along the southerly right of way of SW Tigard Street, a distance of 20.82 feet; thence N 46° 55' 01" E, along the southerly right of way of SW Tigard Street, a distance of 11.00 feet to a point 20.00 feet south of the center line of SW Tigard Street; thence N 49° 55' 59" W, parallel with and 20.00 feet from the center line of SW Tigard Street (when measured at right angles), a distance of 99.33 feet; thence N 62° 33' 24" W, parallel with and 20.00 feet from the center line of SW Tigard Street (when measured at right angles), a distance of 820.72 feet to a point at the extension of the westerly right-of-way; thence N 36° 24' 01" E a distance of 240.58 feet to the point of intersection of the northerly right-of-way of SW Commercial Street, 30.00 feet from the center line of SW Commercial Street (when measured at right angles), with the extension of the westerly right-of-way of SW 95th Ave; thence S 62° 32' 35" E, parallel with and 30.00 feet from the centerline of SW Commercial Street (when measured at right angles), a distance of 594.81 feet to the east right-of-way of SW Lincoln Avenue to a point on a curve to the left; thence along said curve to the left with a radius of 9.49 feet, a central angle of 100° 21' 02" (a chord which bears S 14° 53' 25" E, 14.57 feet; and a length of 16.61 feet to the northerly right-of-way of SW Commercial Street; thence S 61° 24' 10" E, along said northerly right-of-way, a distance of 187.19 feet; thence S 55° 11' 17" E, along said northerly right-of-way, a distance of 54.14 feet; thence S 51° 43' 30" E, along said northerly right-of-way, a distance of 153.60 feet to the southeast line of the John L. Hinklin DLC; thence N 46° 44' 38" E, along said Hinklin DLC line, a distance of 1204.91 feet to point of beginning.

Total area equals 231 acres, more or less.

V. Urban Renewal Projects
No changes to this section

VI. Relationship to Local Objectives

B. Tigard Comprehensive Plan Goals and Policies

(Comprehensive Plan has been updated since original City Center Urban Renewal Plan adoption)

Policy 3.4.2

The City Shall:

~~a. Protect fish and wildlife habitat along stream corridors by managing the riparian habitat and controlling erosion, and by requiring that areas of standing trees and natural vegetation along natural drainage courses and waterways be maintained to the maximum extent possible.~~

Policy 3.5.1

~~The City shall encourage private enterprise and intergovernmental agreements which will provide for open space, recreation lands, facilities, and preserve natural, scenic and historic areas in a manner consistent with the availability of resources.~~

Policy 3.5.3

~~The City has designated the 100 Year Floodplain of Fanno Creek, its tributaries, and the Tualatin River as Greenway, which will be the backbone of the open space system. Where Landfill and/or development are allowed within or adjacent to the 100 Year Floodplain, the City shall require the consideration of dedication of sufficient open land area for greenway adjoining and within the floodplain.~~

Policy 3.5.4

~~The City shall provide an interconnected pedestrian/ bike path throughout the City.~~

Policy 3.7.1

~~The City shall identify and promote the preservation and protection of historically and culturally significant structure, site, objects and districts within Tigard.~~

NATURAL RESOURCES AND HISTORIC AREAS.

Goal 5.1: Protect natural resources and the environmental and ecological functions they provide, and to the extent feasible, restore natural resources to create naturally functioning systems and high levels of biodiversity.

Policy 7: The City shall protect and restore riparian and upland habitats to the maximum extent feasible on public and private lands.

Goal 5.2: Promote the preservation and protection of historically and culturally significant resources.

The Plan identifies Parks, Public Spaces and Bicycle/Pedestrian Facilities projects, including but not limited to the Fanno Park Improvements, Urban Creek/Green Corridor and Urban Green Spaces projects, which will further the Comprehensive Plan's Natural Areas policy objectives. In addition to preserving and upgrading existing parks and natural areas such as Fanno Creek Park, the Plan will facilitate the creation of "green" amenities and pedestrian/bicycle facilities that will provide new active and passive recreational opportunities for residents, downtown workers and visitors and improve connectivity between downtown and adjacent neighborhoods.

Policy 5.1

~~The City shall promote activities aimed at the diversification of the economic opportunities available to Tigard residents with particular emphasis placed on the growth of the local job market.~~

Policy 5.3

~~The City shall improve and enhance the portions of the central business district as the focal point for commercial, high density residential, business, civic and professional activity creating a diversified and economically viable core area.~~

ECONOMIC DEVELOPMENT

Goal 9.1: Develop and maintain a strong, diversified, and sustainable local economy.

Policy 1: The City shall establish strategies to retain and encourage the growth of existing businesses.

Policy 5: The City shall promote well-designed and efficient development and redevelopment of vacant and underutilized industrial and commercial lands.

One of the Plan's stated goals is to "Promote high quality development of retail, office and residential uses that support and are supported by public streetscape, transportation, recreation and open space investments." The Plan identifies intersection improvements, such as the Hall Blvd/99 W Intersection Improvements project, road widening and realignment projects and other street projects that will improve circulation and access in and around downtown. In addition, the Plan authorizes streetscape projects and pedestrian/bicycle improvements that will make downtown safer and more accessible to pedestrians and bicyclists by filling in gaps in the existing sidewalk system, providing new or upgraded bike lanes, and establishing new multiuse trails and pedestrian crossings. Finally, the Plan includes parks, public spaces and public facilities projects that will make downtown a more appealing place to do business and facilitate the transition of existing industrial and auto-oriented uses to locations outside of the Central Business District.

Policy 6.1.1

The City shall provide an opportunity for a diversity of housing densities and residential types at various prices and rent levels.

HOUSING

Goal 10.1: Provide opportunities for a variety of housing types to meet the diverse housing needs of current and future City residents.

Policy 1: The City shall adopt and maintain land use policies, codes, and standards that provide opportunities to develop a variety of housing types that meet the needs, preferences, and financial capabilities of Tigard's present and future residents.

Policy 5: The City shall provide for high and medium density housing in areas such as town centers (Downtown), regional centers (Washington Square), and along transit corridors where employment opportunities, commercial services, transit, and other public services necessary to support higher population densities are either present or planned for in the future.

In addition to financing the programs described in Section IV, the Plan includes public improvements projects that will make the Area a more attractive and viable location for new, high quality medium- and high-density residential development in downtown Tigard.

Policy 8.1.1

~~Plan, design and construct transportation facilities in a manner which enhances the livability of Tigard by:~~

- ~~a. Proper location and design of transportation facilities; and~~
- ~~b. Encouraging pedestrian accessibility by providing safe, secure and desirable pedestrian routes.~~

Policy 8.1.2

~~Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes) by:~~

- ~~a. The development of and implementation of public street standards that recognize the multi purpose nature of the street right of way for utility, pedestrian, bicycle, transit, truck and auto use;~~
- ~~b. Coordination with Tri met, and/or any other transit providers serving Tigard, to improve transit service to Tigard. Fixed route transit will primarily use arterial and collector streets in Tigard. Development adjacent to transit routes will provide direct pedestrian accessibility;~~
- ~~c. Construction of bicycle lanes on all arterials and collectors within Tigard consistent with the Bicycle Master Plan. All schools, parks, public facilities and retail areas shall strive to have direct access to a bikeway;~~
- ~~d. Construction of sidewalks on all streets within Tigard. All schools, parks, public facilities and retail areas shall strive to have direct access to a sidewalk.~~
- ~~e. Development of bicycle and pedestrian plans which link to recreational trails;~~

- ~~f. Design local streets to encourage a reduction in trip length by providing connectivity and limiting out of direction travel and provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections; and~~
- ~~h. Tigard will support the development of a commuter rail system as part of the regional transit network.~~

~~Policy 8.1.3~~

~~Strive to achieve a safe transportation system by the development of street standards, access management policies and speed controls when constructing streets, and by making street maintenance a priority and through a comprehensive program of engineering, education and enforcement.~~

- ~~b. Design safe and secure pedestrian and bikeways between parks and other activity centers in Tigard.~~

~~Policy 8.1.5~~

~~Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel by:~~

- ~~a. The design and construction of transportation facilities to meet the requirements of the Americans with Disabilities Act; and~~
- ~~b. The development of neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.~~

~~Policy 8.2.1~~

~~The City shall plan for a safe and efficient street and roadway system that meets current needs and anticipated future growth and development.~~

~~Policy 8.3.1~~

~~The City shall coordinate with Tri-met to provide for a public transit system within the planning area which:~~

- ~~a. Meets the needs of both the current and projected, for the Tigard community;~~
- ~~b. Addresses the special needs of a transit dependent population;~~
- ~~c. Reduces pollution and traffic; and~~
- ~~d. Reduces energy consumption.~~

~~Policy 8.3.2~~

~~The City shall encourage the expansion and use of public transit by:~~

- ~~Locating land intensive uses in close proximity to transitways; and~~
- ~~c. Supporting efforts by Tri-met and other groups to provide for the needs of the transportation disadvantaged.~~

~~Policy 8.5.1~~

~~The City shall locate bicycle/pedestrian corridors in a manner which provides for pedestrian and bicycle users, safe and convenient movement in all parts of the City, by developing the pathway system shown on the adopted Pedestrian/Bikeway Plan.~~

TRANSPORTATION

Goal 12.3: Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policy 4: The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile.

Policy 6: The City shall require development adjacent to transit routes to provide direct pedestrian accessibility.

Policy 8: The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.

Goal 12.4: Maintain and improve transportation system safety.

Policy 2: The City shall coordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities.

In conjunction with proposed street improvements, the Plan provides for new bike lanes and sidewalks as well as upgrades to inadequate bicycle and pedestrian facilities. These projects will increase multimodal access and circulation throughout the Area. Further, to improve neighborhood livability and create a visually appealing streetscape environment that draws residents and visitors to downtown and promotes more active commercial, recreation and entertainment uses, landscape improvements, street trees, street furniture and other streetscape improvements are identified as key components of the Plan.

Policy 11.1.1

~~The redevelopment of downtown Tigard shall be accomplished in order to make it complementary to newer shopping areas. Convenience, appearance and the needs of the shopping public should be primary considerations.~~

Policy 11.6.3

~~Require that all development permitted in Action Areas be designed to facilitate pedestrian movement within the center and to transit.~~

SPECIAL PLANNING AREAS- DOWNTOWN

Goal 15.1: The City will promote the creation of a vibrant and active urban village at the heart of the community that is pedestrian oriented, accessible by many modes of transportation, recognizes natural resources as an asset, and features a combination of uses that enable people to live, work, play, and shop in an environment that is uniquely Tigard.

Goal 15.2: Facilitate the development of an urban village.

Policy 5: Downtown design, development and provision shall emphasize public safety, accessibility, and attractiveness as primary objectives.

Goal 15.4: Develop comprehensive street and circulation improvements for pedestrians, automobiles, bicycles, and transit.

Policy 1: The downtown shall be served by a complete array of multi-modal transportation services including auto, transit, bike, and pedestrian facilities.

Policy 5: Streetscape and public area design shall focus on creating a pedestrian friendly environment without the visual dominance by automobile-oriented uses.

Proposed pedestrian and bicycle improvements, such as the Commuter Rail Access and Tigard Street/Grant Pedestrian/Bicycle Crossing projects, will provide safe and convenient pedestrian access to local shops and transit. In addition, streetscape improvements along Main Street, Burnham Street, Commercial Street and other Area roadways will make downtown a more accommodating, pedestrian-oriented commercial district than it is today. Lastly, public facilities projects such as the Performing Arts Center and Public Market will generate support for new and existing businesses that provide entertainment and recreational options for downtown visitors.

Goal 1: Livability

~~Plan, design and construct transportation facilities in a manner which enhances the livability of Tigard.~~

~~Policy 2— Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes.~~

Goal 2: Balanced Transportation System

~~Provide a balanced transportation system, incorporation all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes)~~

~~Policy 1— Develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.~~

~~Policy 3— Bicycle lanes must be constructed on all arterials and collectors within Tigard consistent with the Bicycle Master Plan (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a bikeway.~~

~~Policy 4— Sidewalks must be constructed on all streets within Tigard (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a sidewalk.~~

~~Policy 6— Local streets shall be designed to encourage a reduction in trip length by providing connectivity and limiting out-of-direction travel. Provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.~~

~~Policy 8— Tigard will support the development of a commuter rail system~~

~~as part of the regional transit network.~~

Goal 3: Safety

~~Strive to achieve a safe transportation system by developing street standards, access management policies and speed controls when constructing streets, by making street maintenance a priority and through a comprehensive program of engineering, education and enforcement.~~

~~Policy 3— Safe and secure pedestrian and bikeways shall be designed between parks and other activity centers in Tigard.~~

Goal 5: Accessibility

~~Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.~~

~~Policy 1— Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.~~

~~Policy 2— Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.~~

Goal 6: Goods Movement

~~Provide for efficient movement of goods and services.~~

~~Policy 1— Design arterial routes, highway access and adjacent land uses in ways that facilitate the efficient movement of goods and services.~~

C. Transportation System Plan Goals and Policies

TRANSPORTATION SYSTEM PLAN

Goal 12.2: Transportation Efficiency – Develop and maintain a transportation system for the efficient movement of people and goods.

Policy 4: The city shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods, and services.

Goal 12.3: Multi-modal Transportation System – Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policy 5: The city shall require development adjacent to transit routes to provide direct pedestrian accessibility.

Policy 7: The city shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.

Goal 12.4: Safe Transportation System – Maintain and improve transportation system safety.

Policy 2: The city shall coordinate with appropriate agencies to provide safe, secure, connected and desirable pedestrian, bicycle, and public transit facilities.

The Plan includes streetscape improvements and bicycle/pedestrian system improvements designed to encourage alternative modes of transportation to the automobile. By filling gaps in the existing sidewalk system, installing new bike lanes and upgrading existing bikeways to standard, the Plan will help create a complete system of bicycle and pedestrian facilities that enables pedestrians and bicyclists to commute safely and efficiently to and within downtown.

The Plan includes street improvements that will address motor vehicle needs in and around downtown Tigard. Projects such as the Scoffins Street/Hall Boulevard/Hunziker Realignment and Highway 99W intersection improvements will reduce congestion and improve circulation while creating a safer environment for drivers, pedestrians and bicyclists.

D. City of Tigard Park System Master Plan

~~“Through building connections, the City of Tigard will provide a park system that:~~

- ~~• Contributes to overall community livability and pride;~~
- ~~• Balances the impacts of growth and increasing density with parks and greenspaces;~~
- ~~• Reduces auto dependency and enhances recreation opportunities by connecting recreation resources, community destinations, and neighborhoods with trails and greenways;~~
- ~~• Fosters stewardship of natural resources such as floodplains and waterways;~~
- ~~• Provides equitable distribution of parks and recreation opportunities throughout the City;~~
- ~~• Provides safe and well-maintained parks and recreation facilities; and~~
- ~~• Provides for effective and economically sound management of public resources.”~~

Chapter Six Recommendations provides detailed recommendations for park facilities, maintenance, management, and recreation programs. Of particular relevance to the Plan are the following Parks recommendations:

- ~~• “Renovate and expand existing parks to improve park condition, increase recreational opportunities, meet current safety requirements, and provide access for people with disabilities;”~~
- ~~• “Provide an interconnected pedestrian and bicycle system that links Tigard’s parks, greenspaces, neighborhoods, work places, schools, and commercial centers;” and~~
- ~~• “Mitigate the effects of development by providing pocket parks/urban plazas in commercial areas.”~~

PARKS, RECREATION, TRAILS, AND OPEN SPACE

Goal 8.2: Create a Citywide network of interconnected on- and off-road pedestrian and bicycle trails.

Policy 1: The City shall create and interconnected regional and local system of on- and off-road trails and paths that link together neighborhoods, parks, open spaces, major urban activity centers and regional recreational opportunities utilizing both public property and easements on private property.

The Plan includes multiple projects that support the City's park system vision and recommendations. In particular, the Fanno Creek Park Improvements and Enhanced Pedestrian Bridge, Urban Creek/Green Corridor and Urban Green Spaces projects will upgrade and increase multimodal access to existing parks and open space areas and create new green space and recreational areas that will draw residents, shoppers and visitors to downtown Tigard.

- VII. Proposed Land Uses**
No changes to this section
- VIII. Property Acquisition and Disposition**
No changes to this section
- IX. Relocation Methods**
No changes to this section
- X. Tax Increment Financing of Plan**
No changes to this section
- XI. Duration of Plan**
No changes to this section
- XII. Future Amendments to Plan**
No changes to this section

Report Accompanying the Tigard City Center Urban Renewal Plan Substantial Amendment

Adopted by the City of Tigard

December 13, 2016

Ordinance No. 16-__

Approved by Voters

DATE

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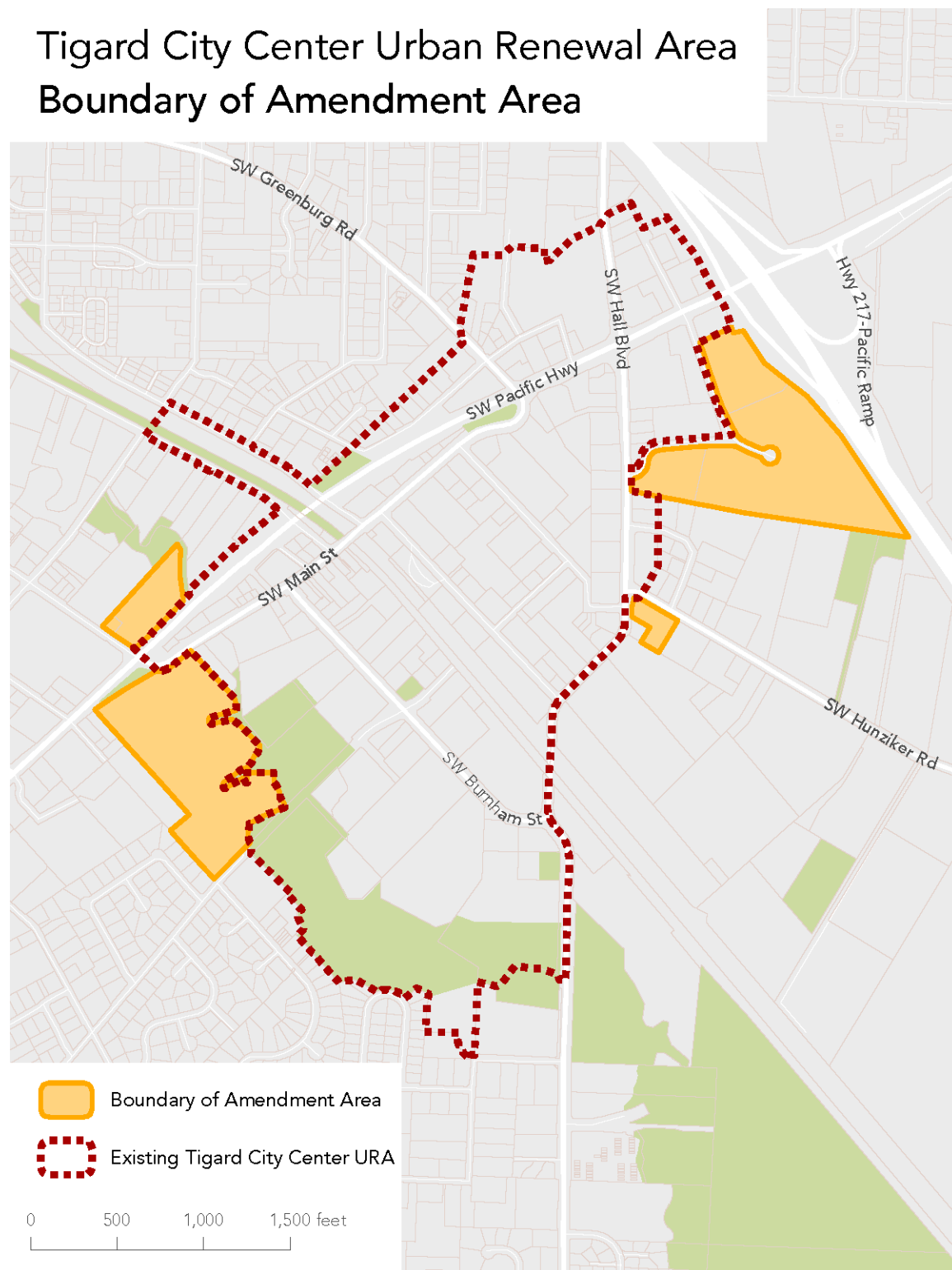
I. INTRODUCTION

The Report on the Tigard City Center Urban Renewal Plan Amendment (Report) contains background information and project details that pertain to the Tigard City Center Urban Renewal Plan (Plan) Amendment (Amendment). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents not only the proposed projects in the Plan, but also documents the existing conditions in the Tigard City Center Urban Renewal Area (Area).

The Report provides only guidance on how the Plan might be implemented. As the Tigard City Center Development Agency (Agency) conducts its annual budget process each year, it has the authority to make adjustments to the assumptions in this Report, particularly in regards to forecast revenues and planned expenditures. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes, as allowed in the amendments section of the Plan.

Figure 1 – Tigard City Center Urban Renewal Plan Area with Amendment Properties



Source: ECONorthwest

Figure 2 – Tigard City Center Urban Renewal Plan Area After Amendment

Tigard City Center Urban Renewal Area Boundary as Amended



Source: ECONorthwest

II. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Tigard City Center Urban Renewal Area and the Amendment Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The existing Tigard City Center Area is 191.22 acres in size, containing 191 tax lots consisting of 147.91 acres. The Amendment area is 37.74 acres in size, containing 7 tax lots consisting of 37.69 acres. After the Amendment the total Area will be 228.96 acres, including 198 tax lots consisting of 185.60 acres and 43.36 acres of right of way for a total of 228.96 acres.

An analysis of property classification data for FYE 2016 from the Washington County Department of Assessment and Taxation was used to determine the land use designation of tax lots in the Area as amended. By acreage, commercial use accounts for the largest land use within the area (51.51%). This is followed by exempt (28.11%), and multifamily residential (11.73%). The total land uses of the Area, by acreage and parcel, are shown in Table 1.

Table 1 – Existing Land Use of Area

Land Use	Existing Taxlots	Exisitng Acres	Amendment Taxlots	Amendment Acres	Total Taxlots	Total Acres	Percent of Acres
Commercial	120	73.16	5	22.45	125	95.61	51.51%
Exempt	30	52.18	0	0.00	30	52.18	28.11%
Industrial	1	6.41	0	0.00	1	6.41	3.45%
Multi-family Residential	10	6.68	1	15.10	11	21.78	11.73%
Single Family Residential	18	5.45	0	0.00	18	5.45	2.94%
Vacant	12	4.02	1	0.15	13	4.17	2.25%
Total	191	147.90	7	37.70	198	185.60	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Washington County Department of Assessment and Taxation (FYE 2016)

2. Zoning and Comprehensive Plan Designations

As illustrated in Table 2 and Figure 2, the majority (67.56%) of the Area by acreage is zoned as Mixed Use Central Business District.

Table 2 – Existing Zoning Designations of Area

Zoning	Existing Taxlots	Existing Acres	Amendment Taxlots	Amendment Acres	Total Taxlots	Total Acres	Percent of Acres
Mixed Use Central Business District	187	125.40	0	0	187	125.40	67.56%
M/U CBD- Planned Development Overlay	0	0.00	1	15.1	1	15.1	8.14%
General Commercial	0	0.00	5	21.61	5	21.61	11.64%
Parks and Recreation	4	22.50	0	0.00	4	22.50	12.12%
Industrial Park	0	0.00	1	0.99	1	0.99	0.53%
Total	191	147.90	7	37.70	198	185.60	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Washington County Department of Assessment and Taxation (FYE 2016) and Metro RLIS 2016 Q1.

As illustrated in Table 3, 67.47% of the acreage is designated as Mixed Use Central Business District in the City of Tigard Comprehensive Plan.

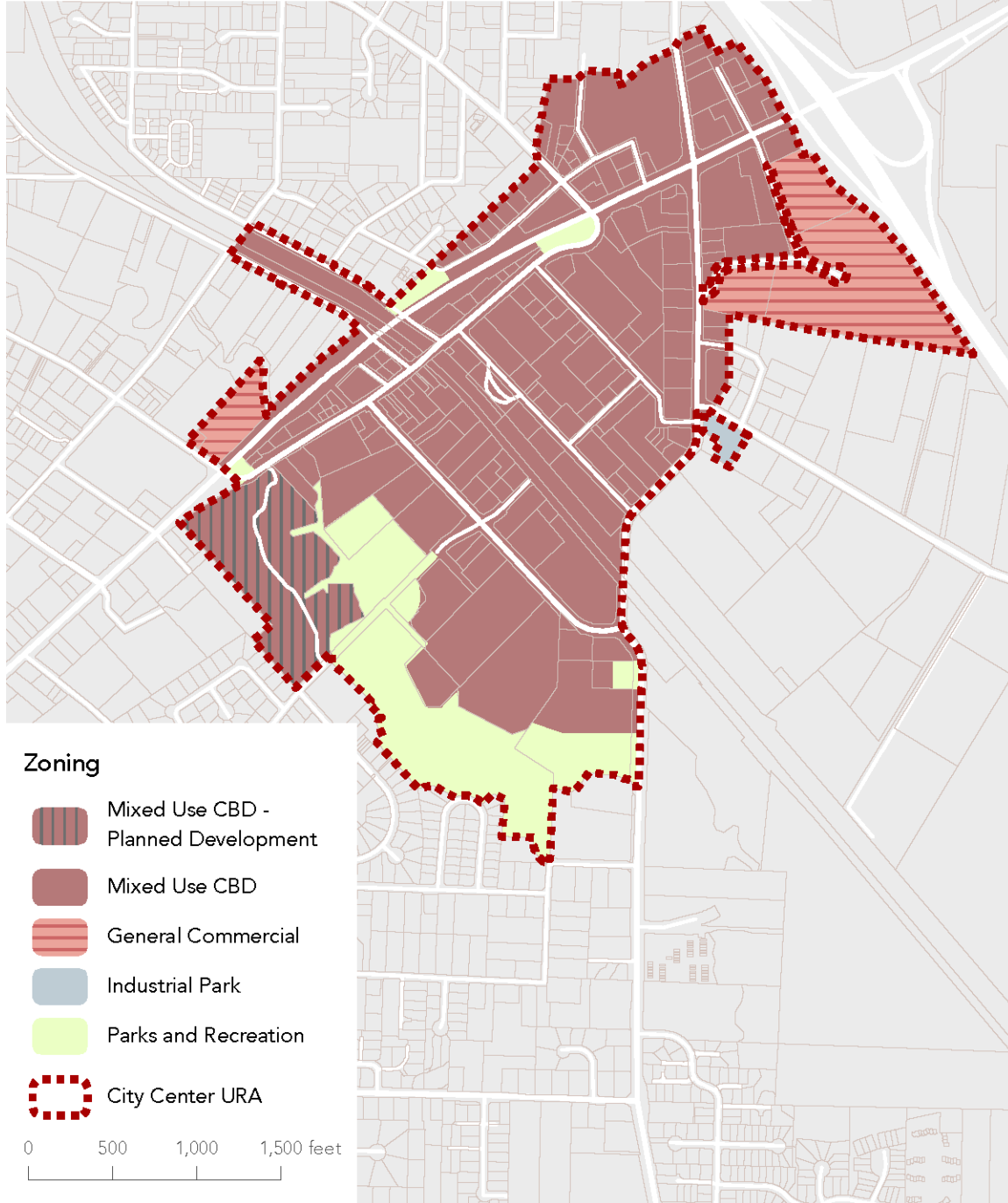
Table 3 – Existing Comprehensive Plan Designations of Area

Comprehensive Plan Designation	Existing Tax Lots	Existing Acres	Amendment Taxlots	Amendment Acres	Total Taxlots	Total Acres	Percent of Acres
Mixed Use Central Business District	179	110.12	1	15.10	180	125.22	67.47%
General Commerical	0	0.00	5	21.61	5	21.61	11.64%
Open Space	12	37.78	0	0.00	12	37.78	20.36%
Light Industrial	0	0.00	1	0.99	1	0.99	0.53%
Total	191	147.90	7	37.70	198	185.60	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Washington County Department of Assessment and Taxation (FYE 2016) and Metro RLIS 2016 Q1.

Figure 3 – Area Zoning Designations

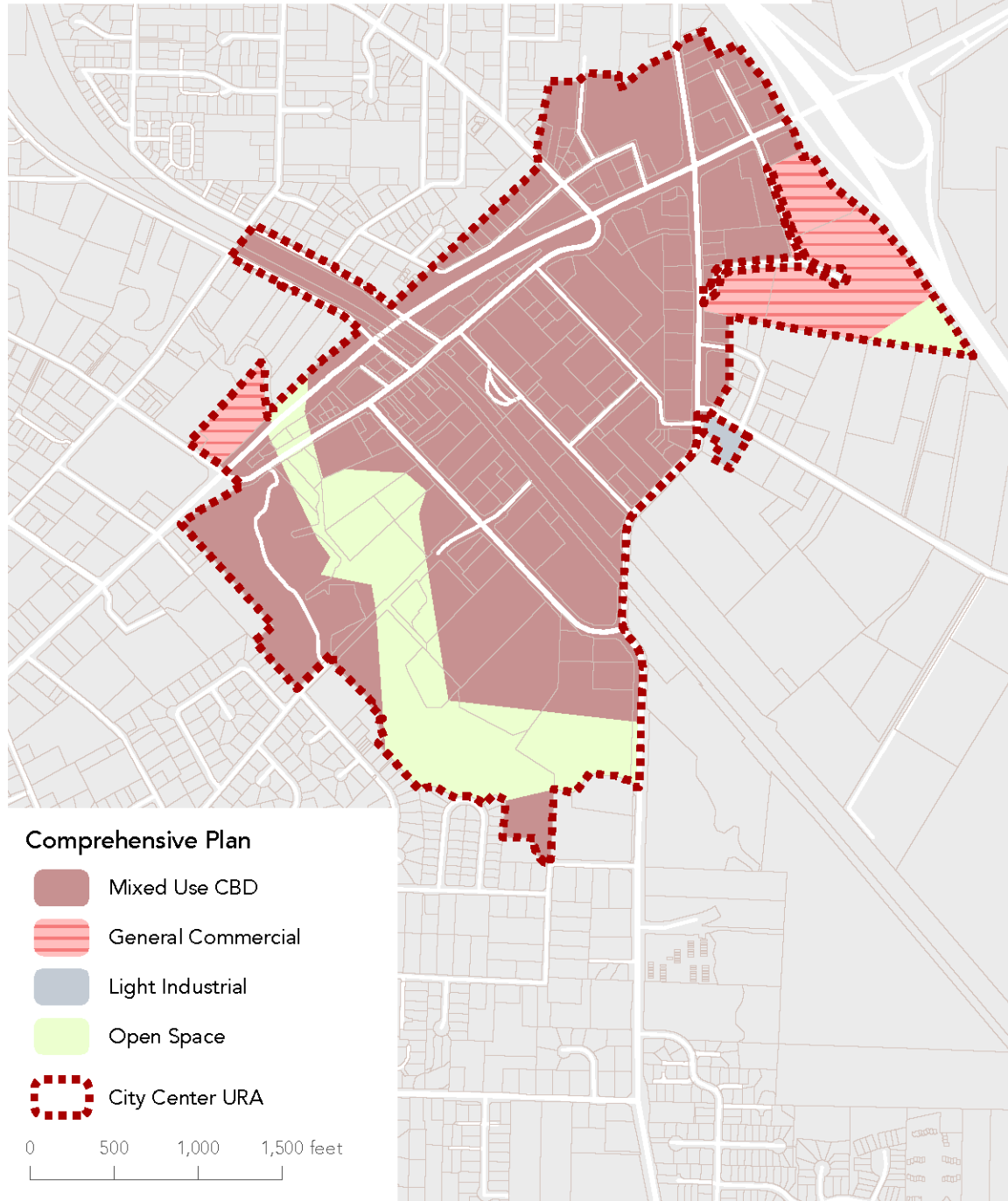
Tigard City Center Urban Renewal Area Zoning Designations



Source: ECONorthwest with data from the City of Tigard and Metro RLIS 2016 Q1.

Figure 4 – Area Comprehensive Plan Designations

Tigard City Center Urban Renewal Area Comprehensive Plan Designations



Source: ECONorthwest with data from the City of Tigard and Metro RLIS 2016 Q1.

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in City of Tigard master plans and Tigard Transportation Systems Plan that identify these existing conditions. **This does not mean all of these projects are included in the urban renewal plan.** The specific projects to be included in the urban renewal plan are not changed by this Amendment. They are listed in Table 11.

1. Transportation

The Tigard Transportation Systems Plan details the transportation needs within the Area.

Streets and Intersections

There are significant transportation needs within the Area:

Table 4 – Transportation Needs in the Area

Name	Description	Time Frame	Cost Estimate
Ash Ave railroad crossing (Burnham to Commercial)	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street	Near-term	\$3,000,000
Hall Boulevard widening, Pacific Highway to Fanno Creek	Widen to up to 4/5 lanes, depending on corridor plan	Near-term	\$2,500,000
Main Street/Tigard Street	Install a traffic signal at Main Street/Tigard Street. Project need should be reevaluated after Pacific Highway /Greenburg Road/Hall Boulevard improvements and Main Street improvements are completed	Near-term	\$350,000

Source: City of Tigard Transportation Systems Plan

Table 4 Continued – Transportation Needs in the Area

Name	Description	Time Frame	Cost Estimate
Main Street Green Street (Phase II)	Provide 2 travel lanes, turn lanes where necessary, on-street parking, good sidewalks, and lots of pedestrian-friendly amenities on Main Street from the railroad tracks south to Pacific Highway	Near-term	\$2,000,000
Tigard Transit Center bicycle hub	Provide bicycle hub at Tigard Transit Center	Near-term	\$50,000
Tigard Street Trail	Convert a segment of inactive railroad right-of-way adjacent to Tigard Street from Tiedeman Avenue to Main Street to a multiuse path	Near-term	\$1,250,000
Commercial Street	Install sidewalks on both sides of the street from Main Street to Lincoln Street	Near-term	\$400,000

Source: City of Tigard Transportation Systems Plan

2. *Water*

There are no water needs in the Area.

3. *Storm Water*

There are two storm water projects in the Area:

a. 94028 – Main Street Storm Rehabilitation (Fanno Creek)

Project Need: Upgrade multiple stormwater outfalls in a way that promotes visual appeal in the downtown area.

Project Description: The project will upgrade functional stormwater outfalls and abandon inactive stormwater outfalls along Fanno Creek in the vicinity of Main Street. The goal of the project will be to develop a plan for outfall design that improves the aesthetics of downtown Tigard and takes advantages of this well-used location to provide public education about the creek. The plan will develop a vision to be used to attract grant funding.

Total Project Cost: \$130,000 (conceptual planning and grant application only)

b. 95042 – Commercial Street Sidewalk and Storm Detention Facility (Main to Lincoln)

Project Need: Commercial Street currently lacks sidewalks west of Main Street. This project would connect a large residential neighborhood to downtown Tigard and the Tigard Transit Center. Rather high pedestrian volumes are observed despite the lack of adequate pedestrian facilities. Commercial Street is particularly narrow under this reach of the Pacific Highway overcrossing. There is also a lack of sidewalk along Pacific Highway between Naeve Street and Beef Bend Road.

Project Description: This project will construct a sidewalk along one side of Commercial Street from Main Street under the Pacific Highway overcrossing to Lincoln Avenue. The railroad and ODOT may dictate the location of the sidewalk which could result in the roadway being shifted to the southwest so that the sidewalk can be added on the northeast side of the roadway. While the street is under construction, a stormwater facility will be added to treat the stormwater runoff from 47 acres that discharges into Fanno Creek. This project meets outfall retrofitting goals identified in the regional Healthy Streams Plan. A pedestrian path connecting Commercial Street to Center Street and sidewalk along east side of Pacific Highway from Naeve Street to Beef Bend Road will be constructed. This is part of a larger TriMet-managed project to improve access to transit along the Pacific Highway corridor.

Total Project Cost: \$1,975,000

4. Sewer

There is one sanitary sewer project in the Area:

93056 – Commercial Street Sanitary Sewer Line

Project Need: The sanitary sewer line was constructed in the 1950s and after years of monthly and quarterly cleaning, the pipe walls have become thin. There is also a long sag within the line that requires frequent cleaning. This line is identified in the master plan to be upsized to 12”.

Project Description: Approximately 358 linear feet of new 12” line will be constructed.

Total Project Cost: \$135,000.

5. Parks and Open Space

Fanno Creek Park is the centerpiece of Tigard’s downtown redevelopment and revitalization. The park is in the process of being expanded in multiple directions, toward downtown with the upland park and plaza projects and south along the creek past the library. The upland park and plaza area will feature developed gathering and play areas to be implemented along with major redevelopment projects. The floodplain area is a grassy, wooded wetland that provides habitat for a variety of wildlife. The Fanno Creek Park Extension will be developed as a “natural environment” park with open spaces, wetlands, flora and fauna, and limited bridges, boardwalks and soft trails. The new library is located here, as well as a large, meadow field where public gatherings and events can take place. Recommendations for this park include:

- Upland Park and Plaza – Continue to follow the recommended “catalyst project” in the Downtown Improvement Plan to recognize and improve a central open space resource and gathering place adjacent to Fanno Creek, supporting a range of passive and active open space and public uses, including a farmers market. The projects and phasing of implementation are described in the Fanno Creek Park & Plaza Master Plan;
- Lower Park – In addition to the trail and restoration improvements in the site master plan, the City should consider adding additional local park amenities (play area, picnic site) to serve the area south east of Highway 99 and north of McDonald.

Consider a nature themed play area in this area. Potential locations include in the entrances to the park and Ash street or adjacent to the Senior center;

- Park Gateway – The master plan also calls for an improved park gateway with a cantilevered deck and a pathway into the park; and

C. Social Conditions

Data from the US Census Bureau is used to identify social conditions. The geographies used by the Census Bureau to summarize data do not strictly conform to the boundary of the Tigard City Center Urban Renewal Area. As such, the Census Bureau geographies that most closely align with the Urban Renewal Area boundary are used. The Area is situated at the intersection of seven different Census block groups, each of which extend a great distance beyond the boundary of the Area, including significant residential populations that live adjacent to, but outside of the Area.

Within the Tigard City Center Urban Renewal Area, there are 18 tax lots shown as single-family residential use, and another 11 tax lots with multifamily residential use. Only three of the seven overlapping Census block groups include a significant amount of residential land uses within the Area. Thus, we limit our demographic analysis to those three block groups: block groups 1 and 2 in Census Tract 307 and block group 4 in Census Tract 308.01. These block groups have a total residential population of 3,006 as depicted in Tables 5 and 6. Again, the majority of this population lives in areas adjacent to but outside of the Area.

The majority of the Area, 78%, is White Alone, followed by Some Other Race Alone, 11%.

Table 5 – Race in the Area

Race	Number	Percent
White Alone	2,348	78%
Black or African American Alone	59	2%
American Indian and Alaska Native Alone	82	3%
Asian Alone	67	2%
Native Hawaiian and Other Pacific Islander Alone	32	1%
Some Other Race Alone	336	11%
Two or More races	82	3%
Total	3,006	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

The largest age group in the area is 25 to 34 years, 25%, followed by 18 to 24 years and 35 to 44 years, each at 13%.

Table 6 – Age in the Area

Age	Number	Percent
Under 5 Years	240	8%
5 to 9 Years	150	5%
10 to 14 Years	103	3%
15 to 17 Years	64	2%
18 to 24 Years	396	13%
25 to 34 Years	737	25%
35 to 44 Years	389	13%
45 to 54 Years	366	12%
55 to 64 Years	243	8%
65 to 74 Years	160	5%
75 to 84 Years	108	4%
85 Years and over	50	2%
Total	3,006	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

A relatively large portion of the adult population in the Area has not achieved a high school diploma, 20%. However, 30% of adult residents in the area have earned a bachelor's degree or higher, another 28% have some college experience without a degree, and an additional 21% have graduated from high school with no college experience.

Table 7 – Educational Attainment in the Area

Educational Attainment	Number	Percent
Less Than High School	420	20%
High School Graduate (includes equivalency)	429	21%
Some college	584	28%
Bachelor's degree	415	20%
Master's degree	114	6%
Professional school degree	51	2%
Doctorate degree	40	2%
Total	2,053	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

The majority of residents, 64%, travel less than 30 minutes to work, including those who worked at home.

Table 8 – Travel Time to Work in the Area

Travel Time to Work	Number	Percent
Less than 10 minutes	281	17%
10 to 19 minutes	525	31%
20 to 29 minutes	274	16%
30 to 39 minutes	230	14%
40 to 59 minutes	103	6%
60 to 89 minutes	142	8%
90 or More minutes	56	3%
Worked at home	61	4%
Total	1,672	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

The majority of residents, 58%, drove alone to work.

Table 9 – Means of Transportation to Work in the Area

Means of Transportation to Work	Number	Percent
Drove Alone	971	58%
Carpooled	285	17%
Public transportation (Includes Taxicab)	206	12%
Motorcycle	0	0%
Bicycle	66	4%
Walked	83	5%
Other means	0	0%
Worked at home	61	4%
Total	1,672	100%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Existing Area calculated with data from the Washington County Department of Assessment and Taxation for FYE 2016, including all real, personal, manufactured, and utility properties, is estimated to be \$100,844,506. The estimated total assessed value of the Amendment Area is estimated to be \$46,413,073.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 10 below shows the improvement to land ratios for properties within the Area. The majority of tax lots in the area that are not exempt (41.66% of the total acreage) have I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. We identify a target I:L ratio of 2.0 for properties in this Area. Only 31 tax lots in the area, including 16.61% of the acreage have I:L ratios of 2.0 or more in FYE 2016. The Area as a whole, is underdeveloped and not contributing its full potential to the tax base in Tigard.

Table 10 – I:L Ratio of Parcels in the Area

	Existing Taxlots	Existing Acres	Amendment Taxlots	Amendment Acres	Total Taxlots	Total Acres	Percent of Acres
Exempt	30	52.18	0	0.00	30	52.18	28.11%
No Improvement Value	13	7.96	1	0.15	14	8.11	4.37%
0.01-0.50	41	25.49	2	5.98	43	31.47	16.96%
0.51-1.00	29	22.25	2	15.48	31	37.73	20.33%
1.01-1.50	25	17.77	0	0.00	25	17.77	9.57%
1.51-2.00	22	7.51	0	0.00	22	7.51	4.05%
2.01-2.50	2	1.04	1	0.99	3	2.03	1.09%
2.51-3.00	9	4.32	0	0.00	9	4.32	2.33%
3.01-4.00	13	8.26	0	0.00	13	8.26	4.45%
> 4.00	7	1.12	1	15.10	8	16.22	8.74%
Total	191	147.9	7	37.7	198	185.6	100.00%

Calculated by Tiberius Solutions LLC with source data from Washington County Office of Assessment and Taxation (FYE 2016).

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section IX Impact of Tax Increment Financing of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services. Since the properties being added in the Amendment are all in the city limits and are now receiving municipal services, there will be no negative impact on municipal services as a result of bringing the properties into the urban renewal area.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide additional revenue to enhance the ability to fund improvements necessary to cure blight within the Area.

IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

This section does not change as there are no new projects.

V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The estimated allocation of funds to specific projects shown in this Report are the best estimates of future expenditures at the time of preparation of the Amendment. The Agency will be able to review and update the allocations on an annual basis when they prepare the annual budget. Nominal dollars are year of expenditure dollars inclusive of inflation, which is assumed to be 3.0% per year.

Table 11 – Projects to be Completed Using Urban Renewal Area Funds

Projects	(nominal \$)	(constant 2016 \$)
Potential Saxony Purchase	\$515,000	\$515,000
Saxony demo/clean/prep	\$525,600	\$525,000
Other budgeted projects	\$223,000	\$223,000
Tigard Street Trail Match	\$154,500	\$150,000
Street Improvements	\$1,800,000	\$1,380,000
Streetscape Improvements	\$600,000	\$533,000
Bike/Ped Facilities	\$400,000	\$355,000
Parks	\$400,000	\$355,000
Public Spaces	\$2,100,000	\$1,866,000
Public Facilities	\$3,090,000	\$2,368,000
Planning and Development Assistance	\$2,650,000	\$2,278,000
Property Acquisition	\$4,500,000	\$3,998,000
Finance Fees	\$262,000	\$221,000
Total Project Expenditures	\$17,220,100	\$14,767,000

Source: Compiled by Tiberius Solutions LLC with input from City of Tigard.

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The projects will be ongoing and will be completed as directed by the Agency.

The Area is anticipated to complete all projects on or before FYE 2026 and have sufficient tax increment finance revenue to terminate the district in FYE 2034. Changes in market conditions could affect the assumed development schedule.

Anticipated project completion dates are shown in Table 12. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan. The first year of tax increment collections for the property being added in the Amendment is FYE 2019.

Table 12 – Projects and Costs in Year of Expenditure Dollars

<i>PROJECT FUND</i>	<i>TOTAL</i>	<i>2016-17</i>	<i>2017-18</i>	<i>2018-19</i>	<i>2019-20</i>	<i>2020-21</i>
<i>Resources</i>						
Beginning Fund Balance		140,333	66,311	299,306	244,584	44,395
Pay-as-you-go (Transfer from TIF Fund)	\$2,732,884	590,119	329,606	198,781	53,588	144,836
Bond/Loan Proceeds	\$13,100,000	0	0	0	0	8,300,000
Rental Income	\$741,314	78,157	78,157	95,000	95,000	95,000
Proceeds from Property Sales	\$0	0	0	0	0	0
Intergovernmental Revenues	\$500,000	500,000				
Interest Earnings	\$5,569	702	332	1,497	1,223	222
Total Resources	\$17,079,767	1,309,311	474,406	594,584	394,395	8,584,453
<i>Expenditures (nominal \$)</i>						
Potential Saxony Purchase	(\$515,000)	-515,000				
Saxony demo/clean/prep	(\$525,600)	-505,000	-20,600			
Other budgeted projects	(\$223,000)	-223,000				
Tigard Street Trail Match	(\$154,500)		-154,500			
Street Improvements	(\$1,800,000)					
Streetscape Improvements	(\$600,000)					-600,000
Bike/Ped Facilities	(\$400,000)					-400,000
Parks	(\$400,000)					-400,000
Public Spaces	(\$2,100,000)					-2,100,000
Public Facilities	(\$3,090,000)					
Planning and Development Assistance	(\$2,650,000)			-350,000	-350,000	-350,000
Property Acquisition	(\$4,500,000)					-4,500,000
Finance Fees	(\$262,000)					-166,000
Total Expenditures	(\$17,220,100)	-1,243,000	-175,100	-350,000	-350,000	-8,516,000

Source: Tiberius Solutions LLC with input from City of Tigard.

Table 12 – Projects and Costs in Year of Expenditure Dollars, page 2

	2021-22	2022-23	2023-24	2024-25	2025-26
<i>PROJECT FUND</i>					
Resources					
Beginning Fund Balance	68,453	35,958	28,431	98,915	86,882
Pay-as-you-go (Transfer from TIF Fund)	217,163	292,293	370,342	437,472	98,684
Bond/Loan Proceeds	0	0	0	0	4,800,000
Rental Income	100,000	100,000	100,000	0	0
Proceeds from Property Sales	0	0	0	0	0
Intergovernmental Revenues					
Interest Earnings	342	180	142	495	434
Total Resources	385,958	428,431	498,915	536,882	4,986,000
Expenditures (nominal \$)					
Potential Saxony Purchase					
Saxony demo/clean/prep					
Other budgeted projects					
Tigard Street Trail Match					
Street Improvements					-1,800,000
Streetscape Improvements					
Bike/Ped Facilities					
Parks					
Public Spaces					
Public Facilities					-3,090,000
Planning and Development Assistance	-350,000	-400,000	-400,000	-450,000	
Property Acquisition					
Finance Fees					-96,000
Total Expenditures	-350,000	-400,000	-400,000	-450,000	-4,986,000

Source: Tiberius Solutions LLC with input from City of Tigard.

VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 13 shows the allocation of tax increment revenues to debt service and the debt service reserve fund. Table 13 shows no new debt being incurred after FYE 2026, as required by the Plan. It is anticipated that the Agency will have sufficient resources to retire all debt by FYE 2034, which would then allow the Agency to cease collecting tax increment revenues and close down the Area.

The time frame for retiring all debt for the Area is not absolute; it may vary depending on the actual terms of the indebtedness incurred, and the actual tax increment revenues received. If the economy is slower, it may take longer to repay all debt; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions, however the existing Plan prohibits any new debt after FYE 2026.

The maximum indebtedness of the Plan is \$22,000,000 (twenty-two million dollars), and is not being increased by this Amendment. The City of Tigard estimates that \$3,244,382 of indebtedness has been incurred by the Agency for the Area to date, through the end of FYE 2016, resulting in \$18,755,618 in remaining capacity for additional indebtedness for the Area.

Information on scheduled debt service payments for all existing debt was provided by the City of Tigard Finance Department. Additionally, we assume the Agency will undertake two additional loans in future years to finance the costs of projects identified in the Plan. For speculative future borrowings, the amounts, timing, and terms of the debt are unknown. The assumptions used in this Report are for planning purposes only, and subject to change based on market conditions. These assumptions were developed by Tiberius Solutions LLC and informed by conversations with staff from the City of Tigard Finance Department. Specific key assumptions for the financial analysis include:

- Debt Service Coverage Ratio: Payments for future indebtedness are structured so that annual tax increment revenues are projected to equal or exceed 1.25 x total annual debt service payments in all years, with one exception. In FYE 2026, final year allowed by the Plan to incur new debt, the projected debt service coverage ratio is reduced to 1.10 to maximize the borrowing potential of the Area.
- New Loan FYE 2021: Assumes principal amount of \$8,300,000 with 3.0% interest rate, 20-year amortization period, level annual debt service payments, and no prepayment penalties.
- New Loan FYE 2026: Assumes principal amount of \$4,800,000 with 5.0% interest rate, 20-year amortization period, level annual debt service payments, and no prepayment penalties.

Without the Amendment, the Area is forecast to be able to incur \$16,300,000 in indebtedness through FYE 2026, which would be \$5,700,000 less than the total maximum indebtedness of the Area.

With the Amendment, the Area is forecast to be able to incur \$19,100,000 in indebtedness through FYE 2026, which would be \$2,900,000 less than the total maximum indebtedness of the Area. Thus, the increased tax increment revenue that will be generated due to the amendment is projected to increase the borrowing capacity of the Area by \$2,800,000 through FYE 2026, helping the Agency fund more of the projects identified in the Plan.

The assumptions used in this analysis present just one potential scenario for the long-term cash flow of the Area. If actual results differ from these assumptions, it could affect the ability of the Agency to achieve these projects at these dollar amounts on this schedule. Based on these assumptions, we find the Plan Amendment financially feasible.

Table 13 – Tax Increment Revenues and Allocations to Debt Service and Debt Service Reserve Fund

	Total	2016-17	2017-18	2018-19	2019-20	2020-21
DEBT SERVICE FUND						
Resources						
Beginning Fund Balance		359,791	0	0	212,169	0
TIF for URA	\$106,092,176.00	397,103	492,519	570,001	637,033	706,659
Total Resources	\$106,664,136.00	756,894	492,519	570,001	849,202	706,659
Expenditures						
<i>Debt Service</i>						
2014 US Bank Loan	(\$1,268,621.00)	-162,842	-158,980	-155,118	-791,681	
Loan #5 Sewer	(\$109,434.11)	-512	-512	-512	-512	-512
Loan #5 General Fund	(\$42,904.56)	-201	-201	-201	-201	-201
Loan #6 General Fund	(\$389,352.89)	-1,949	-1,949	-1,949	-1,949	-1,949
Loan #7 General Fund	(\$273,737.25)	-1,270	-1,270	-1,270	-1,270	-1,270
2021 New Loan	(\$11,157,807.46)					-557,890
2026 New Loan	(\$3,466,479.77)					
	\$0.00					
	\$0.00					
Total Debt Service	(\$16,708,337.04)	-166,775	-162,913	-159,051	-795,614	-561,823
Coverage Ratio		2.38	3.02	3.58	0.80	1.26
<i>Transfer to D/S Reserve Fund</i>	(\$89,743,627.00)	-590,119	-329,606	-198,781	-53,588	-144,836
Total Expenditures	(\$106,451,964.04)	-756,894	-492,519	-357,832	-849,202	-706,659
Ending Fund Balance		\$0.00	\$0.00	\$212,169.00	\$0.00	\$0.00
Debt Service Reserve Fund						
		2016-17	2017-18	2018-19	2019-20	2020-21
Resources						
Beginning Fund Balance		\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$3,954,801.00	\$0	\$0	\$0	\$0	\$0
Transfer from D/S Fund	\$89,743,627.00	\$590,119	\$329,606	\$198,781	\$53,588	\$144,836
Total Resources	\$93,698,428.00	\$590,119	\$329,606	\$198,781	\$53,588	\$144,836
Expenditures						
Transfer to Project Fund For URA admin	(\$2,732,884.00)	-\$590,119	-\$329,606	-\$198,781	-\$53,588	-\$144,836
Total Expenditures		-\$590,119	-\$329,606	-\$198,781	-\$53,588	-\$144,836
Ending Fund Balance		\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining		-\$16,541,565	-\$16,378,652	-\$16,219,601	-\$15,423,987	-\$14,862,164
TIF Sufficient to Pay Off D/S		NO	NO	NO	NO	NO

Source: Tiberius Solutions LLC

Table 13 – Tax Increment Revenues and Allocations to Debt Service and Debt Service Reserve Fund, page 2

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
DEBT SERVICE FUND						
Resources						
Beginning Fund Balance	0	0	0	0	0	0
TIF for URA	778,986	854,116	932,165	1,013,245	1,097,480	1,184,991
Total Resources	778,986	854,116	932,165	1,013,245	1,097,480	1,184,991
Expenditures						
<i>Debt Service</i>						
2014 US Bank Loan						
Loan #5 Sewer	-512	-512	-512	-10,533	-10,533	-10,533
Loan #5 General Fund	-201	-201	-201	-4,130	-4,130	-4,130
Loan #6 General Fund	-1,949	-1,949	-1,949	-1,949	-37,181	-37,181
Loan #7 General Fund	-1,270	-1,270	-1,270	-1,270	-1,270	-26,104
2021 New Loan	-557,890	-557,890	-557,890	-557,890	-557,890	-557,890
2026 New Loan					-385,164	-385,164
Total Debt Service	-561,823	-561,823	-561,823	-575,773	-996,169	-1,021,003
Coverage Ratio	1.39	1.52	1.66	1.76	1.10	1.16
<i>Transfer to D/S Reserve Fund</i>	-217,163	-292,293	-370,342	-437,472	-101,311	-163,988
Total Expenditures	-778,986	-854,116	-932,165	-1,013,245	-1,097,480	-1,184,991
Ending Fund Balance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Debt Service Reserve Fund						
Resources						
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$2,627
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$13
Transfer from D/S Fund	\$217,163	\$292,293	\$370,342	\$437,472	\$101,311	\$163,988
Total Resources	\$217,163	\$292,293	\$370,342	\$437,472	\$101,311	\$166,628
Expenditures						
Transfer to Project Fund For URA admin	-\$217,163	-\$292,293	-\$370,342	-\$437,472	-\$98,684	\$0
Total Expenditures	-\$217,163	-\$292,293	-\$370,342	-\$437,472	-\$98,684	\$0
Ending Fund Balance	\$0	\$0	\$0	\$0	\$2,627	\$166,628
Cumulative D/S Remaining	-\$14,300,341	-\$13,738,518	-\$13,176,695	-\$12,600,922	-\$11,604,753	-\$10,583,750
TIF Sufficient to Pay Off D/S	NO	NO	NO	NO	NO	NO

Source: Tiberius Solutions LLC

Table 13 – Tax Increment Revenues and Allocations to Debt Service and Debt Service Reserve Fund, page 3

	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34
DEBT SERVICE FUND							
Resources							
Beginning Fund Balance	0	0	0	0	0	0	0
TIF for URA	1,386,954	1,485,861	1,588,629	1,695,414	1,806,374	1,921,676	469,458
Total Resources	1,386,954	1,485,861	1,588,629	1,695,414	1,806,374	1,921,676	469,458
Expenditures							
<i>Debt Service</i>							
2014 US Bank Loan							
Loan #5 Sewer	-10,533	-10,533	-10,533	-10,533	-10,533	-10,533	-10,533
Loan #5 General Fund	-4,130	-4,130	-4,130	-4,130	-4,130	-4,130	-4,130
Loan #6 General Fund	-37,181	-37,181	-37,181	-37,181	-37,181	-37,181	-37,181
Loan #7 General Fund	-26,104	-26,104	-26,104	-26,104	-26,104	-26,104	-26,104
2021 New Loan	-557,890	-557,890	-557,890	-557,890	-557,890	-557,890	-557,890
2026 New Loan	-385,164	-385,164	-385,164	-385,164	-385,164	-385,164	-385,164
Total Debt Service	-1,021,003	-1,021,003	-1,021,003	-1,021,003	-1,021,003	-1,021,003	-1,021,003
Coverage Ratio	1.36	1.46	1.56	1.66	1.77	1.88	0.46
<i>Transfer to D/S Reserve Fund</i>	-365,951	-464,858	-567,626	-674,411	-785,371	-900,673	551,545
Total Expenditures	-1,386,954	-1,485,861	-1,588,629	-1,695,414	-1,806,374	-1,921,676	-469,458
Ending Fund Balance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Debt Service Reserve Fund							
Resources							
Beginning Fund Balance	\$166,628	\$533,412	\$1,000,937	\$1,573,568	\$2,255,847	\$3,052,497	\$3,968,432
Interest Earnings	\$833	\$2,667	\$5,005	\$7,868	\$11,279	\$15,262	\$19,842
Transfer from D/S Fund	\$365,951	\$464,858	\$567,626	\$674,411	\$785,371	\$900,673	-\$551,545
Total Resources	\$533,412	\$1,000,937	\$1,573,568	\$2,255,847	\$3,052,497	\$3,968,432	\$3,436,729
Expenditures							
Transfer to Project Fund For URA admin	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance	\$533,412	\$1,000,937	\$1,573,568	\$2,255,847	\$3,052,497	\$3,968,432	\$3,436,729
Cumulative D/S Remaining	-\$9,562,747	-\$8,541,744	-\$7,520,741	-\$6,499,738	-\$5,478,735	-\$4,457,732	-\$3,436,729
TIF Sufficient to Pay Off D/S	NO	NO	NO	NO	NO	NO	YES

Source: Tiberius Solutions LLC

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2034 as shown above, are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. The analysis assumes average annual growth in assessed value of 4.0% for real property, 1.0% for personal and utility property, and 0.0% for manufactured property. These growth rates assume both the appreciation of existing property values and new construction activity in the Area.

Additionally, in FYE 2018, the forecast includes an increase in assessed value of \$4,877,582 for real property that would be the result of a new 165-unit mixed-use development in the Area that is currently under construction. This increase in value would be on top of the projected 4.0% background growth rate for assessed value of real property in the Area. This increase is based on information provided to the City of Tigard by the developer regarding the total anticipated construction cost of the project. These projections reflect the plans of the developer to take advantage of the State of Oregon Vertical Housing Tax abatement program, which results in 60% of the value of the project being tax exempt for a period of ten years.

Table 14 shows the projected incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, delinquencies, and compression losses. These projections of increment are the basis for the projections in Tables 12 and 13. The first year the impact of the Amendment would be reflected in the calculation of tax increment revenues is FYE 2019, with an increase in the frozen base value, as well as a corresponding increase in total assessed value of the Area. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is stated per thousand dollars of assessed value, so the calculation is “tax rate times excess value divided by one thousand”. The consolidated tax rate includes only permanent rates and general obligation bonds rates approved by voters prior to October 6, 2001. In FYE 2017 and 2018 the tax rate is forecast to decrease, due to the expiration of those general obligation bonds.

Table 14 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Tax Increment Finance Revenue			
					Gross TIF	Adjustments	Net TIF	Cumulative TIF
2016	\$100,844,506	\$69,207,378	\$31,637,128	12.1668	384,923	(19,246)	365,677	365,677
2017	\$104,326,036	\$69,207,378	\$35,118,658	11.9026	418,003	(20,900)	397,103	762,780
2018	\$112,818,927	\$69,207,378	\$43,611,549	11.8877	518,441	(25,922)	492,519	1,255,299
2019	\$167,485,234	\$117,012,843	\$50,472,391	11.8877	600,001	(30,000)	570,001	1,825,300
2020	\$173,420,769	\$117,012,843	\$56,407,926	11.8877	670,561	(33,528)	637,033	2,462,333
2021	\$179,586,127	\$117,012,843	\$62,573,284	11.8877	743,852	(37,193)	706,659	3,168,992
2022	\$185,990,425	\$117,012,843	\$68,977,582	11.8877	819,985	(40,999)	778,986	3,947,978
2023	\$192,643,144	\$117,012,843	\$75,630,301	11.8877	899,070	(44,954)	854,116	4,802,094
2024	\$199,554,145	\$117,012,843	\$82,541,302	11.8877	981,226	(49,061)	932,165	5,734,259
2025	\$206,733,679	\$117,012,843	\$89,720,836	11.8877	1,066,574	(53,329)	1,013,245	6,747,504
2026	\$214,192,409	\$117,012,843	\$97,179,566	11.8877	1,155,242	(57,762)	1,097,480	7,844,984
2027	\$221,941,422	\$117,012,843	\$104,928,579	11.8877	1,247,359	(62,368)	1,184,991	9,029,975
2028	\$239,824,845	\$117,012,843	\$122,812,002	11.8877	1,459,952	(72,998)	1,386,954	10,416,929
2029	\$248,582,783	\$117,012,843	\$131,569,940	11.8877	1,564,064	(78,203)	1,485,861	11,902,790
2030	\$257,682,729	\$117,012,843	\$140,669,886	11.8877	1,672,241	(83,612)	1,588,629	13,491,419
2031	\$267,138,280	\$117,012,843	\$150,125,437	11.8877	1,784,646	(89,232)	1,695,414	15,186,833
2032	\$276,963,577	\$117,012,843	\$159,950,734	11.8877	1,901,446	(95,072)	1,806,374	16,993,207
2033	\$287,173,323	\$117,012,843	\$170,160,480	11.8877	2,022,817	(101,141)	1,921,676	18,914,883
2034	\$297,782,813	\$117,012,843	\$180,769,970	11.8877	2,148,939	(107,447)	2,041,492	20,956,375

Source: Tiberius Solutions LLC

Notes:

TIF is tax increment revenues

Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Changes in total tax rates are due to general obligation bonds with variable rates. These bonds are scheduled to be retired in FYE 2017, after which the total tax rate for the area will stabilize as the sum total of all permanent rates for affected taxing districts.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the Amendment (properties being added to the Area), both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area. The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area.

These projections are for impacts due to the addition of properties in this Amendment, and are shown in Tables 15a and 15b. This Amendment does not change the maximum indebtedness of the Plan, nor does it change the allowed duration of the Plan to incur indebtedness, and the date to pay off all indebtedness and cease collecting tax increment revenues is anticipated to be the same with and without the Amendment. Therefore, the impact of the Amendment on overlapping taxing districts is measured by the increase in annual tax increment revenues that would be foregone by those districts until all debt is repaid.

The Tigard Tualatin School District and the Northwest Regional Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Tables 15a and 15b show the projected impacts to permanent rate levies of taxing districts as a result of this Amendment. Table 15a shows the general government levies and Table 15b shows the education levies.

General obligation bonds will not be impacted by this Amendment, because only bonds approved by voters prior to October 6, 2001 are affected by this Plan, and those bonds will have all expired by the time the Amendment is reflected in the calculation of tax increment revenues by the Washington County Department of Assessment and Taxation, expected in FYE 2019.

Table 15a – Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	General Government						Subtotal
	Washington County Perm	City of Tigard Perm	TVFR Perm	Port of Portland Perm	Metro Perm	Tigard/Tualatin Aquatic District Perm	
2019	(\$6,219)	(\$6,951)	(\$4,219)	(\$194)	(\$42)	(\$249)	(\$17,874)
2020	(\$10,135)	(\$11,329)	(\$6,876)	(\$316)	(\$68)	(\$406)	(\$29,130)
2021	(\$14,204)	(\$15,877)	(\$9,636)	(\$443)	(\$96)	(\$569)	(\$40,825)
2022	(\$18,432)	(\$20,602)	(\$12,503)	(\$575)	(\$123)	(\$738)	(\$52,973)
2023	(\$22,825)	(\$25,512)	(\$15,483)	(\$712)	(\$153)	(\$913)	(\$65,598)
2024	(\$27,389)	(\$30,613)	(\$18,579)	(\$854)	(\$184)	(\$1,096)	(\$78,715)
2025	(\$32,131)	(\$35,913)	(\$21,796)	(\$1,002)	(\$216)	(\$1,286)	(\$92,344)
2026	(\$37,059)	(\$41,421)	(\$25,138)	(\$1,156)	(\$249)	(\$1,484)	(\$106,507)
2027	(\$42,178)	(\$47,144)	(\$28,612)	(\$1,315)	(\$283)	(\$1,688)	(\$121,220)
2028	(\$47,499)	(\$53,091)	(\$32,221)	(\$1,481)	(\$319)	(\$1,901)	(\$136,512)
2029	(\$53,028)	(\$59,271)	(\$35,972)	(\$1,653)	(\$356)	(\$2,122)	(\$152,402)
2030	(\$58,773)	(\$65,693)	(\$39,869)	(\$1,833)	(\$395)	(\$2,352)	(\$168,915)
2031	(\$64,744)	(\$72,366)	(\$43,919)	(\$2,019)	(\$435)	(\$2,592)	(\$186,075)
2032	(\$70,949)	(\$79,302)	(\$48,128)	(\$2,212)	(\$476)	(\$2,840)	(\$203,907)
2033	(\$77,397)	(\$86,509)	(\$52,502)	(\$2,413)	(\$520)	(\$3,098)	(\$222,439)
2034	\$84,158	\$94,066	\$57,089	\$2,624	\$566	\$3,369	\$241,872
Total	(\$498,804)	(\$557,528)	(\$338,364)	(\$15,554)	(\$3,349)	(\$19,965)	(\$1,433,564)

Source: Tiberius Solutions LLC

Table 15b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	Education Tigard-Tualatin			Subtotal	Total
	PCC Perm	NW Regional ESD Perm	SD Perm		
2019	(\$782)	(\$426)	(\$13,799)	(\$15,007)	(\$32,881)
2020	(\$1,275)	(\$694)	(\$22,490)	(\$24,459)	(\$53,589)
2021	(\$1,787)	(\$972)	(\$31,520)	(\$34,279)	(\$75,104)
2022	(\$2,319)	(\$1,261)	(\$40,901)	(\$44,481)	(\$97,454)
2023	(\$2,871)	(\$1,561)	(\$50,648)	(\$55,080)	(\$120,678)
2024	(\$3,445)	(\$1,873)	(\$60,775)	(\$66,093)	(\$144,808)
2025	(\$4,041)	(\$2,198)	(\$71,298)	(\$77,537)	(\$169,881)
2026	(\$4,661)	(\$2,535)	(\$82,233)	(\$89,429)	(\$195,936)
2027	(\$5,305)	(\$2,885)	(\$93,594)	(\$101,784)	(\$223,004)
2028	(\$5,975)	(\$3,249)	(\$105,401)	(\$114,625)	(\$251,137)
2029	(\$6,670)	(\$3,628)	(\$117,669)	(\$127,967)	(\$280,369)
2030	(\$7,392)	(\$4,020)	(\$130,419)	(\$141,831)	(\$310,746)
2031	(\$8,144)	(\$4,429)	(\$143,668)	(\$156,241)	(\$342,316)
2032	(\$8,923)	(\$4,853)	(\$157,436)	(\$171,212)	(\$375,119)
2033	(\$9,735)	(\$5,294)	(\$171,744)	(\$186,773)	(\$409,212)
2034	\$10,585	\$5,757	\$186,747	\$203,089	\$444,961
Total	(\$62,740)	(\$34,121)	(\$1,106,848)	(\$1,203,709)	(\$2,637,273)

Source: Tiberius Solutions LLC. Please refer to the explanation of the schools funding in the preceding section

Table 16 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2035.

Table 16 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Revenue in FYE 2035 (year after expiration)			Total
	Tax Rate	From Frozen Base	From Excess Value	
General Government				
Washington County	2.2484	\$155,606.00	\$538,718.00	\$694,324.00
City of Tigard	2.5131	\$173,925.00	\$602,140.00	\$776,065.00
TVFR	1.5252	\$105,555.00	\$365,439.00	\$470,994.00
Port of Portland	0.0701	\$4,851.00	\$16,796.00	\$21,647.00
Metro	0.0151	\$1,045.00	\$3,618.00	\$4,663.00
Tigard/Tualatin Aquatic District	0.0900	\$6,229.00	\$21,564.00	\$27,793.00
<i>Subtotal</i>	6.4619	\$447,211.00	\$1,548,275.00	\$1,995,486.00
Education				
PCC	0.2828	\$19,572.00	\$67,759.00	\$87,331.00
NW Regional ESD	0.1538	\$10,644.00	\$36,851.00	\$47,495.00
Tigard-Tualatin SD	4.9892	\$345,289.00	\$1,195,415.00	\$1,540,704.00
<i>Subtotal</i>	5.4258	\$375,505.00	\$1,300,025.00	\$1,675,530.00
Total	11.8877	\$822,716.00	\$2,848,300.00	\$3,671,016.00

Source: Tiberius Solutions LLC

X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base, including all real, personal, personal, manufactured, and utility properties in the Area after the Amendment, is projected to be \$117,012,843. The total assessed value of the City of Tigard, **minus excess value** of the existing urban renewal areas is \$5,875,954,608. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 9.30% of the total assessed value of the City, minus excess value, below the 25% statutory limitation.

The Tigard City Center Urban Renewal Area contains 228.96 acres, including right-of-way, and the City of Tigard contains 8,129 acres. After accounting for the acreage in the potential Tigard Triangle Urban Renewal Area, 9.56 % of the City's acreage would be in an urban renewal area, below the 25% statutory limitation.

Table 17 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	UR Excess	Acreage
City of Tigard	\$5,907,591,736		8,129
City of Tigard minus UR excess	\$5,875,954,608		
Tigard City Center	\$117,012,843	\$31,637,128	228.96
Proposed Tigard Triangle	\$429,654,966		547.90
City Center Plus Tigard Triangle	\$546,667,809		776.86
Percentage in UR	9.30%		9.56%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Tigard and Washington County Department of Assessment and Taxation (FYE 2016)

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

**CITY OF TIGARD
PLANNING COMMISSION
Meeting Minutes
November 14, 2016**

CALL TO ORDER

President Fitzgerald called the meeting to order at 7:00 p.m. The meeting was held in the Tigard Civic Center, Town Hall, at 13125 SW Hall Blvd.

ROLL CALL

Present: President Fitzgerald
Vice President Feeney
Alt. Commissioner Enloe
Commissioner Hu
Commissioner Jelinek
Commissioner Lieuallen
Commissioner McDowell
Commissioner Middaugh
Commissioner Muldoon
Commissioner Schmidt

Absent: Alt. Commissioner Mooney

Staff Present: Tom McGuire, Assistant Community Development Director; Gary Pagenstecher, Associate Planner; Susan Shanks, Associate Planner; Sean Farrelly, Redevelopment Project Manager; Doreen Laughlin, Executive Assistant; Lauren Scott, Community Engagement Coordinator

COMMUNICATIONS – Since President Fitzgerald wasn't present for the original Triangle Medical Office Building PD hearing, it was decided that Vice President Feeney would preside over that portion of the meeting.

CONSIDER MINUTES

October 17, 2016 Meeting Minutes: President Fitzgerald asked if there were any additions, deletions, or corrections to the October 17 minutes; there being none, President Fitzgerald declared the minutes approved as submitted.

OPEN PUBLIC HEARING

PUBLIC HEARING CONTINUED FROM OCTOBER 17

**TRIANGLE MEDICAL OFFICE BUILDING PLANNED DEVELOPMENT-
PLANNED DEVELOPMENT REVIEW (PDR) 2016-00011; SITE DEVELOPMENT
REVIEW (SDR) 2016-00007**

REQUEST: The applicant requests concurrent Planned Development Concept Plan and Detailed Development Plan review for a 36,000 square foot medical office building on a 3.73-acre vacant parcel located southwest of SW Dartmouth Street and SW 72nd Avenue. Proposed site improvements include a single-story building with surface parking taking access from SW Dartmouth through the eastern access to the adjacent Walmart development. A pedestrian path is proposed through the site from SW 72nd to the Walmart parking lot. A vegetated corridor along the northern property line is protected and improved. **LOCATION:** SW of the intersection of SW 72nd Avenue and SW Dartmouth Street; Washington County Tax Map 2S101BA, Tax Lot 00300. **ZONES:** C-G: general commercial district, with planned development overlay. **APPLICABLE REVIEW CRITERIA:** Community Development Code Chapters 18.350, 18.390, 18.520, 18.620, 18.705, 18.745, 18.755, 18.765, 18.780, 18.790, 18.795 and 18.810.

Vice President Feeney opened the public hearing.

QUASI-JUDICIAL HEARING STATEMENTS

Vice President Feeney read the required statements and procedural items from the quasi-judicial hearing guide. There were no abstentions; there were no challenges of the commissioners for bias or conflict of interest. Ex-parte contacts: None. Site visitations: Commissioners Jelinek, Muldoon, Feeney, McDowell, Schmidt, Hu, Middaugh, Lieuallen, and Fitzgerald. No one wished to challenge the jurisdiction of the commission.

STAFF REPORT regarding the Concept Plan

The staff report is available on-line at the City website one week prior to the hearing.

Gary Pagenstecher, City of Tigard Associate Planner, went over the staff report. He recapped what had happened at the previous meeting and distributed a supplemental packet that the applicant had supplied for them (**Exhibit A**). Regarding process - Gary explained the applicant requests the Concept Plan and Detailed Plan votes be cast at the same hearing for purposes of appeal and noted that this is at the commission's discretion. He reminded them this hearing is a continuation of the Concept Plan and said the applicant requested a straw poll at the end of the Concept Plan deliberation to see whether the commission is comfortable with the applicant's proposal with respect to the 6th criteria. After that, the expectation for tonight would be that they would open the record for discussion of the detailed plan, close the record, and if they're comfortable with both plans they might be able to vote on both at the same hearing. If they're not ready to vote, they could provide direction to the applicant and continue the hearing to a time certain.

Additionally, Gary said the representative of Mr. Martin had requested that there be a continuation from the evening's hearing to a time certain with a 7-day open record period - and Gary said he believes the applicant is amenable to that.

Gary also noted that he had received electronic comment letters dated 11/14/16 (that will be attached to the next staff report).

PD purposes consider: weighing the amount of development on a site to balance interests of owner, developer, neighbors, and city; and relating the built environment to the natural environment.

The 6 Concept Plan review approval criteria are guidelines, with discretion for the Planning Commission on how outcomes are achieved and even to what level the achievement is expected; This is how staff's CP recommendation to Approve - it comes with a caveat that the Planning Commission may find alternative approaches that better meet the approval criteria.

In light of the detailed plan review, staff is asking the Commission to consider concept plan criteria 1 and 6. With respect to Criterion 1: Do the proposed open space areas adequately protect the natural features of the site, or should the applicant find ways to preserve additional vegetated corridor to the north, or step improvements with the grade to improve the project's relationship to SW 72nd Avenue on the east?

With respect to Criterion 6: Does the proposed Concept Plan sufficiently protect natural features, or provide additional amenities that enhance the neighborhood that are not otherwise available? An example would be a pedestrian path.

These Concept Plan criteria have corollaries with the Detailed Plan approval criteria, which we will discuss next with the applicant's presentation of revised materials in response to the PC's direction and staff's findings and recommended conditions of approval for the Detailed Plan.

POINT OF ORDER

Dana Krawczuk, representing Base Camp I, LLC, made a point of order and clarification: Our understanding was the Concept Plan was being considered on its own and then once that was decided you would turn to the final development plan. Our understanding is the record was closed on the Concept Development Plan and that this evening the commission would first deliberate on only the Concept Plan and then make a tentative vote on that – not finalize that vote – because we are concerned about having dualing appeals proceeding. Once that tentative vote on what you heard last time, and the materials submitted two weeks ago, then we would have a staff report on the Detailed Plan and give our presentation, let anyone else testify and then deal with the Detailed Plan separately.

DELIBERATION ON CONCEPT PLAN

Vice President Feeney: What are our thoughts on the Concept Plan? We have the option of a tentative vote on the Concept Plan.

- Fine with the concept plan but still concerned with the 20-foot retaining wall – safety risk and sounds like it may be an eyesore.
- I have concerns with the natural features. This is the heart of the Triangle
- Criteria 1 – I would like more natural vegetation, less parking lot – either under the building or partially under the building
- Criteria 6 – Would like to see more done – maybe natural landscape.

- It's been disturbed already as part of Walmart's application. They meet the criteria for buffers.

TENTATIVE VOTE

Vice President Feeney asked, "Who would tentatively approve the Concept Plan?"

Abstain: Lieuallen & Jelinek

Yay: Yi, Muldoon, Feeney, Middaugh, & McDowell;

Nay: Fitzgerald and Schmidt.

VOTE TO TENTATIVELY APPROVE THE CONCEPT PLAN PASSES FIVE - TWO TWO ABSTENTIONS

OPEN PUBLIC HEARING FOR DETAILED PLAN

Vice President opened the public hearing for the Detailed Development Plan.

DETAILED PLAN

STAFF REPORT

Gary Pagenstecher noted that prior to issuing the staff report, Staff discussed Detailed Plan issue areas with the applicant to better understand the circumstances and tradeoffs associated with the proposed design and to create an opportunity for the applicant to revise their plans to meet the standards and provide them for Commission review and consideration tonight.

Gary went over the staff's findings from the staff report and noted that attention to the district standards is the focus of the staff report and a few other conditions as well, but the applicant feels that with the revised materials, that they have met most of those district standard conditions that were included in the staff report.

APPLICANT'S PRESENTATION

Brian Bennett, the developer on the site, on behalf of Compass Oncology to develop the comprehensive oncology cancer treatment center briefly stated that there were four various questions that the commission had at the end of the last session and addressed them. He noted they decided to prioritize the natural resource – the wetland, the buffer, the enhancement of the buffer over the site topography. He said they met with the adjacent property owners offering several different opportunities to work together.

Mimi Doukas – AKS Engineering, representing Base Camp 1, LLC noted they had submitted additional material to the commissioners. They are treating the issues in a prioritized fashion with more priority on the wetlands. They'd sat down with adjacent property owners; it was a stalemate, but the conversation took place. Ms. Doukas believes they've come to a good

solution. They've tried to address all the commission concerns and staff had good feedback in regards to the treatment along 72nd so they think the application has improved in that regard.

Chuck Gregory, civil engineer with AKS Engineering – spoke about the sidewalk being pushed further away from the site. He also spoke about the retaining wall and how it actually opens up the view for the pedestrians as they come down 72nd. He noted other improvements such as adding many trees and that the pathway is concrete rather than asphalt. There are stone columns, benches – similar to the intersection of 72nd and Dartmouth. He spoke about safety, the required parking spaces, integration of a healing garden on the west side of the building, and improved streetscape.

Scott Harris JRJ Architects went over the exhibits one by one that had been submitted in the supplemental material.

Mimi Doukas added that they are comfortable with the conditions of approval with the exception of Condition 17 – there's a little bit of wordsmithing requested by Dana Krawczuk in the Perkins Koie memo. They want to make sure they are not exceeding rights that they don't have for adjacent property. The substance is there – just a little wordsmithing is needed.

Dana Krawczuk said the intent with clarifying Condition #17 – the access easement that the subject site has over Walmart is specified just to our property – it's not a public access easement – so while we are willing to grant others access over our property, we want it to be abundantly clear that if they want to keep going over Walmart's property, to the street, they have to independently negotiate with Walmart for that access right because Walmart wasn't conditioned to require public access easement. That appears in some of the other conditions – for example Condition 15 it's talking about site work that the city would like to see us do on Walmart's property but it says "If permitted by Walmart." Condition #7 talks about the pedestrian easement and it'd like us to continue the public easement over Walmart's property "if permitted by Walmart" – and that "if permitted by Walmart" language was missing from Condition 17 – so we want it to be abundantly clear that we are not obligated to give rights that we don't have.

Brad Perrigo, Executive Director – Compass Oncology spoke to parking and wayfinding. He noted they are trying to keep patients close to the building with easy access and a single story parking lot is very important to their patients. As for wayfinding – they provide a packet to their patients very carefully explaining how to get to the building.

TESTIMONY IN FAVOR – None.

TESTIMONY IN OPPOSITION – None

APPLICANT FINAL COMMENTS

Dana Krawczuk reiterated that they would like a continuation. She noted that they want to make sure that they've hit all of the issues that are of concern to the commission and how they'd addressed them in the material already provided. She went over the various ways they'd

addressed the known issues. She said they are very interested in anything the commissioners would like them to address in the upcoming written materials.

The commissioners gave some suggestions as to what would be helpful for them to see when they come back while the applicant took notes. Some of the comments:

- More discussion about is an oncology office actually going to happen – if not, would that matter for our consideration – legally speaking? From my point of view an oncologist office looks good but I'm not sure if it will be an oncology office. Please address that.
- I would like more images – 3D showing grading – the entire building
- I'd like more thoughts going into that wetland on the n/e corner.

MOTION TO CONTINUE HEARING TO DECEMBER 5

Vice President Feeney moved - I move we continue the hearing, leave the public record open; written testimony is due within 7 days of today, that allows the applicant 7 days to respond to any additional information and then an additional 7 days for staff and planning commission to review that information for the December 5th hearing.

President Fitzgerald seconded the motion.

All in favor – none opposed.

HEARING HAS BEEN CONTINUED TO DECEMBER 5

PUBLIC HEARING

TIGARD TRIANGLE URBAN RENEWAL PLAN

PROPOSAL: Over the past six months, staff and an urban renewal consultant team worked with a Citizen Advisory Council and Technical Advisory Committee to develop a Tigard Triangle Urban Renewal Plan (Plan). On October 4, the City Center Development Agency initiated public review of the proposed Plan, and the Planning Commission is required to hold a public hearing as part of this review process. On November 14, the Planning Commission will be asked to publicly review the proposed Plan for conformance to local goals and objectives and make a recommendation to City Council on its adoption.

President Fitzgerald opened the public hearing.

STAFF REPORT

The staff report is available on-line at the City website one week prior to the hearing.

Susan Shanks, Associate Planner, introduced herself and Consultant Elaine Howard of Elaine Howard Consulting, LLC. Susan explained the type of hearing this is and that it is not a land use hearing. It's a hearing required by the ORS457 rules pertaining to Urban Renewal Plans. The statute requires that the city come to the Planning Commission for this public hearing. It's a slightly different kind of hearing. Elaine Howard explained that it's similar to a regular in that staff makes a presentation, the commission asks questions, and then it's open to the public and then rebuttal, if needed – then the commission deliberates and hopefully then makes a motion.

Susan Shanks briefly spoke to the commissioners providing them with a general overview of what “urban renewal” is.

Elaine Howard went through a PowerPoint and spoke about how urban renewal works, what it is exactly, the plan background, the schedule, and the plan content. She explained how this goes along with the city’s goals and strategic plan.

QUESTIONS

What do we see from the school district on this with the diversion of the tax revenue monies? They were part of our technical advisory committee and they have not submitted any official comments, they asked us to clarify one of our public handouts about how urban renewal may indirectly affect them. They helped wordsmith that language but they have not expressed any concern. Property taxes are one funding source to that state school fund but there are other funding sources to the state school fund and I think that’s why the school districts feel like they can support urban renewal – because they’re funding out of the state school fund – not directly from those property taxes.

So it’s your experience that school districts always support urban renewal districts? I’ve been doing urban renewal for 11 years and I’ve never had a school district oppose it during that timeframe.

What does the financing cost to the district? It depends on whatever the interest rate is when you are actually borrowing funds – so in the report there are assumptions for interest rates at 5%.

What are TVF&R’s concerns at this point? They are not opposed but don’t want to wait 50 years to unfreeze the tax base.

Why would someone not support an Urban Renewal district? People don’t understand how it works. They think it’s a new tax to them, and it’s not. However, if you live in a city that has urban renewal, you’ll see urban renewal on your tax bill and that helps perpetuate the thought that maybe it’s an additional tax but what it shows them is the division of taxes and that you’d be paying that total amount regardless of whether or not there was urban renewal. Urban renewal is very complex and a lot of people just don’t understand how it works. Additionally, people don’t like the concept of taking money away from other taxing districts – because that’s what urban renewal does? If it didn’t exist that growth within that area – the taxes off that would go to all those taxing districts.

Have there been studies done that Urban Renewal districts conclusively show a better rate of growth or a higher value return – let’s say over a 35-year period? In every situation – or does it vary? It varies depending on the size of the cities. For instance, Coos Bay unfortunately is always in a state of recession so they have an urban renewal area – it’s been going a long time – the citizens really support that but there just isn’t a lot of growth in that city so it’s hard for those property tax values to go up. The urban areas are more likely to get more growth in that area. Tigard is prime property – especially with the location of the freeways

around it. So if you provide the infrastructure there, you're going to get more growth in that area than you would have without.

The payments on the debt would be from the incremental increases on the subject property? Yes.

If Tigard borrows a bunch of money and ends up being wrong 10 – 15 years later; that's not our growth rate and we basically over borrowed. What's the fall-back on that in terms of how we're going to make up that difference and still fund what we've already spent? We cannot place a bond unless we actually have the money coming in that shows you can pay that debt service with a debt service ratio – so you as a city would not go out and place a bond until you already have the amount of money coming in on an annual basis with a savings account – a debt service coverage ratio –to be able to cover those payments. So you don't issue that \$188 million up front – you do it as you get enough money to actually make those bond payments. So that protects the city.

TESTIMONY IN FAVOR – Jim Long – 10730 SW 72nd Ave., Tigard – turned in written testimony (**Exhibit C**). He made an argument to add from one to five contiguous commercially-zoned properties to the Tigard Triangle. He showed the commissioners a copy of a petition on which he had several signatures. The petition called for a walk-to residential park on the 1.54 acres behind the Tigard Fred Meyers. He said there were many comments from that petition that he'd included on pages three and four of his testimony. He said there are even more than that at this time.

TESTIMONY IN OPPOSITION – None.

PUBLIC HEARING CLOSED

DELIBERATION

President Fitzgerald noted that she knew Mr. Long had raised some issues and she would like Susan Shanks to revisit what was discussed at the CAC. Susan said Mr. Long had suggested this same idea of expanding the boundary to include those five properties that he spoke just recently about. There was a good discussion among the CAC members but Susan couldn't recall exactly what had been said. She said she did have notes from that meeting however that she would forward along to the commission. The notes describe the pros and the cons that were discussed but ultimately the count was 6 to 2 against expanding the area. So in honoring the CAC's input on that particular note, we did not expand the area to include those specific properties.

MOTION

Commissioner Muldoon moved:

"I move that the Tigard Planning Commission finds that the proposed Tigard Triangle Urban Renewal Plan conforms to the Tigard Comprehensive Plan based upon the information provided in and attached to the staff report and through public testimony, and further recommends that the Tigard City Council adopt the proposed Tigard Triangle Urban Renewal Plan." Commissioner Hu seconded. A vote was taken.

All in favor – none opposed.

MOTION PASSES

SECOND MOTION

Commissioner Jelinek moved that the City Council consider expanding the Tigard Triangle Urban Renewal Plan Boundary with property adjacent to and north of the proposed boundary that includes 1 – 5 commercially-zoned lots on Spruce Street. The specific lots to be determined by staff upon consultation with Mr. Long.

Commissioner McDowell seconded the motion and a vote was taken.

Yay – Commissioners Lieuallen, Jelinek, Muldoon, Middaugh, and McDowell

Nay – Commissioners Hu Fitzgerald, Feeney, and Schmidt

Abstain – none.

MOTION PASSES 5 TO 4

PUBLIC HEARING OPENED

CITY CENTER URBAN RENEWAL PLAN SUBSTANTIAL AMENDMENT

PROPOSAL: The City of Tigard proposes a Substantial Amendment to the existing City Center Urban Renewal Plan in Downtown Tigard. The purpose of the Planning Commission hearing is to review the proposed Substantial Amendment to the City Center Urban Renewal Plan for its conformance with the Tigard Comprehensive Plan, take public testimony, and make a recommendation to the Tigard City Council on adoption.

STAFF REPORT

The staff report is available on-line at the City website one week prior to the hearing.

Redevelopment Project Manager Sean Farrelly Sean went over his staff report noting that at the direction of the City Center Development Agency Board, staff had worked with consultants to prepare a draft Substantial Amendment to the City Center Urban Renewal Plan (Plan Amendment) to expand the boundary of the City Center Urban Renewal Area. On October 4, the CCDA initiated public review of the proposed Plan Amendment, and the Planning Commission is required to hold a public hearing as part of this review process. This evening the Planning Commission is asked to publicly review the proposed Plan Amendment for conformance to local goals and objectives and make a recommendation to City Council for its adoption. Sean went over a Power Point (**Exhibit D**) to help clarify.

Elaine Howard explained that they have refreshed the Urban Renewal plan to conform to the existing Comprehensive Plan. There were also some Transportation System Plan goals that had been addressed and those were 12.2, 12.3, and 12.4. And there was a Tigard Park System Masterplan goal that was added in – and again, it was just refreshed to the current documents. Not adding new projects. She noted the adoption schedule is the same as the Tigard Triangle

Plan where you have the planning commission hearing tonight – it goes to City Council December 13 and then out for a citywide vote again in May of 2017.

Sean Farrelly reported on an action that the City Center Advisory Commission took last week – even though they don’t have a formal say in this – they did recommend that the Planning Commission recommend this to council.

QUESTIONS

What if the voters don’t approve? There would be some projects that won’t get done. We’d have to prioritize, strategize and focus on projects that could be completed. But the existing area would remain intact with the existing maximum indebtedness – they just wouldn’t reach as much of that as they could have if they added in those other properties.

TESTIMONY IN FAVOR - None

TESTIMONY IN OPPOSITION – None.

CLOSED PUBLIC HEARING

DELIBERATION – None.

MOTION (RECOMMENDATION)

Commissioner Muldoon: “I move that the Tigard Planning Commission finds, based upon the information provided in the staff report, public testimony, and the Tigard City Center Urban Renewal Plan Fourth Amendment, that the Tigard City Center Urban Renewal Plan Fourth Amendment conforms with the Tigard Comprehensive Plan and further recommend that the Tigard City Council adopt the proposed Tigard City Center Urban Renewal Plan Fourth Amendment.” **Commissioner Feeney seconded.**

There was a vote.

All in favor – none opposed.

MOTION TO RECOMMEND APPROVAL PASSES

BRIEFING – Tom McGuire introduced the new City of Tigard Community Engagement Coordinator, Lauren Scott. She was hired in early September and he is excited to have her come to talk about what she is doing for the city – and to basically talk about her program.


Lauren spoke briefly to the Commission about how she has never worked in a government position before. Over the past two and a half months she’s been immersing herself in the culture – trying to learn the jargon. She thinks of herself as a bridge between the Community Development Department to the citizens of Tigard. If she can’t understand what the planners are saying, she knows the citizens can’t understand what they’re saying. She believes community engagement comes in many forms – events, messaging, and then open communication and

dialog. She believes it's important to get the community engaged early and often. She tries to make things more understandable – more concise. Her job is to help the city in communicating to the public. She believes communication needs to be dynamic – not simply notices that are a piece of paper that just says what's going on – people get it – they throw it out. She tries to make things more interesting. She had worked on the open house – adding elements that make it more interesting to the public. She's on several committees regarding community involvement. She has a 2017 plan in how people can get involved in different events in the city and also how we can expand our opportunities to reach diverse communities.


OTHER BUSINESS – Tom McGuire went over the Planning Commission calendar.

ADJOURNMENT

President Fitzgerald adjourned the meeting at 10:17 p.m.



Doreen Laughlin, Planning Commission Secretary



ATTEST: President Fitzgerald